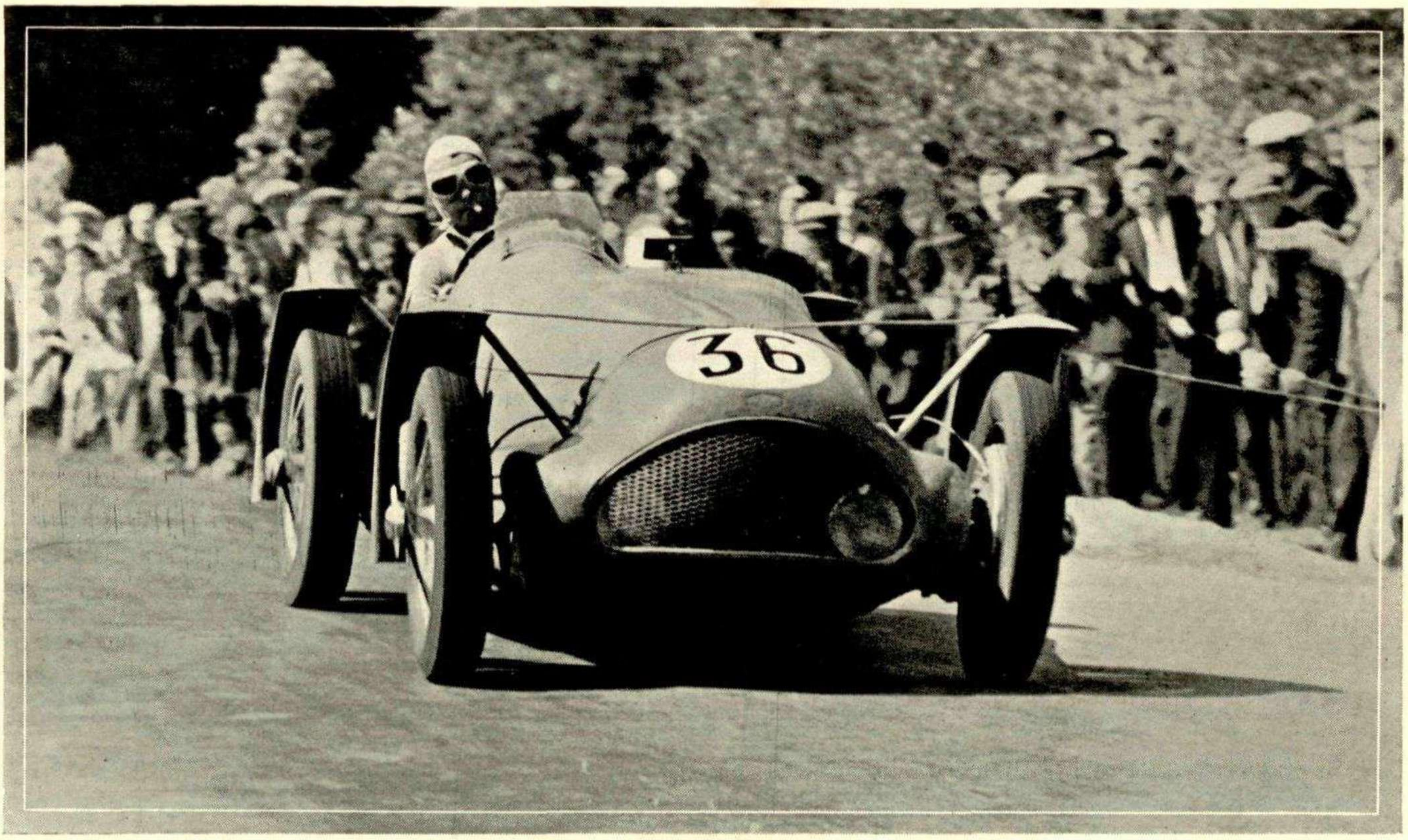
Vol. XXIII No. 7 **SHELSLEY WALSH, BERNE, CHIMAY REPORTS, ETC.** *July, 1947*

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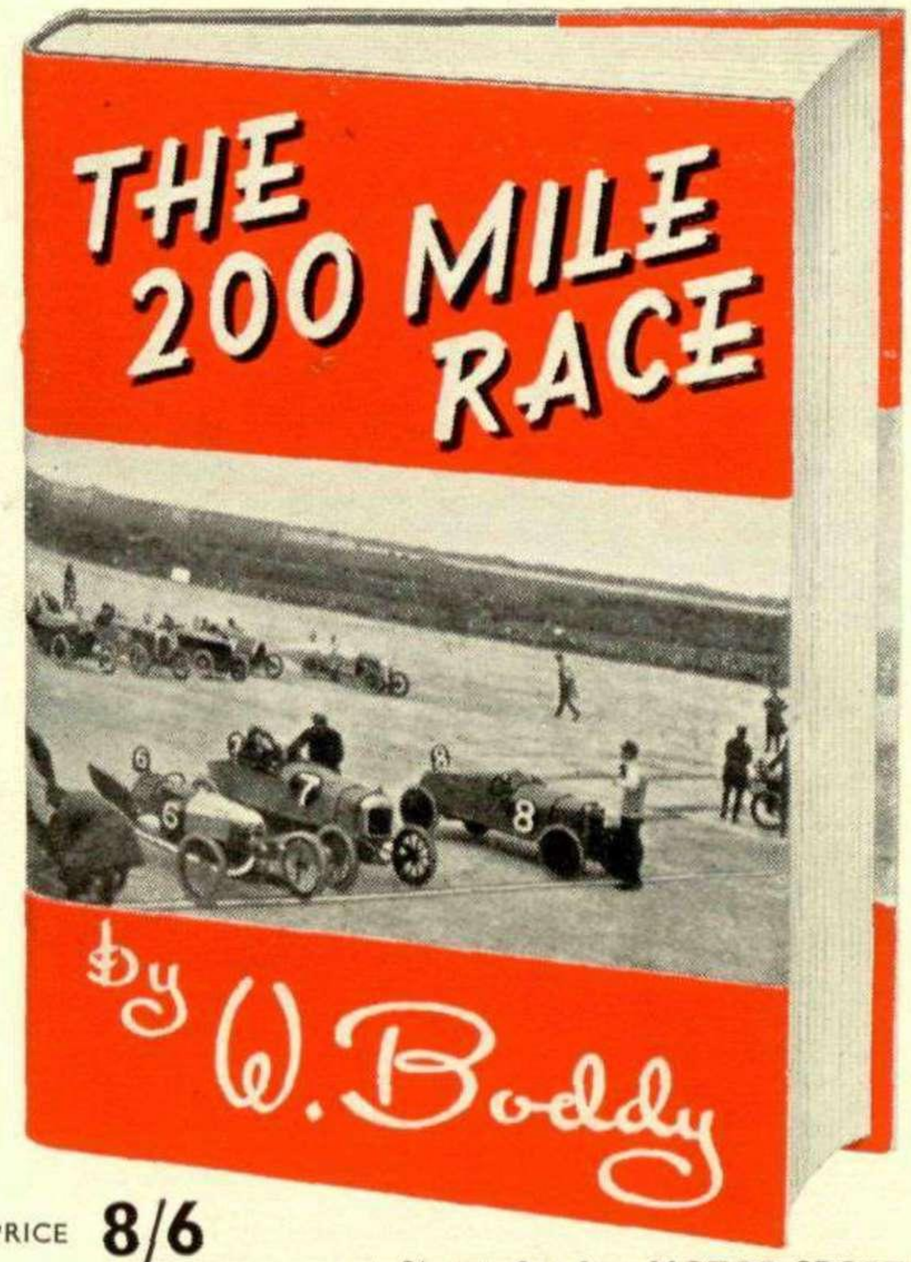
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RAYMOND MAYS (E.R.A.) FASTEST AT WET SHELSLEY WALSH INTERNATIONAL MEETING

Hutchison a magnificent Second. "Bira" Third. Bolster's "Mary" fastest Special

SHELSLEY WALSH really is unlucky with the weather. On June 21st heavy rain commenced just as the International Hill-Climb started, left off for the interval, and fell again for most of the second runs. Under the circumstances records did not fall, but Raymond Mays, his once-black 2-litre E.R.A. now international-green, gave his usual polished exhibition, clocking 42.06 sec. and then 41.50 sec. Second fastest time went to the R. R. Jackson-tuned, ex-Ashby, Alfa-Romeo, fearlessly handled by Kenneth Hutchison. On his first run he was neat, steady and very impressive up the finishing straight (44.17 sec.). On his next ascent he locked a wheel going into the "S," then used all he had through that notorious bend and up to the finish, to clock 43.21 sec. "Bira," in his 2.9-litre Maserati, was slow away on his first run, fast into the "S," and, rear axle juddering, accelerated off to the finish (43.39 sec.). His second run was even neater, the supercharger blow-off valve popping as he left the "S," and his time third fastest, in 43.30 sec. Gerard's E.R.A. was but .01 sec. slower than "Bira" on its first run, but slower (43.76 sec.) on its second. John Bolster put up a simply terrific show in "Bloody Mary," driving all he knew how, to clock 44.80 sec. on his first appearance, and then, on a wild ride, clipping a whole second off this, on his second run, really accelerating in the "S." This was fifth fastest time and gained the "Shelsley Special" award for one of the most consistently successful and astonishing "specials" ever built. The fastest lady driver was Mrs. Darbishire (47.55 sec.), whose Riley sounded very healthy but was taken cautiously through the "S."

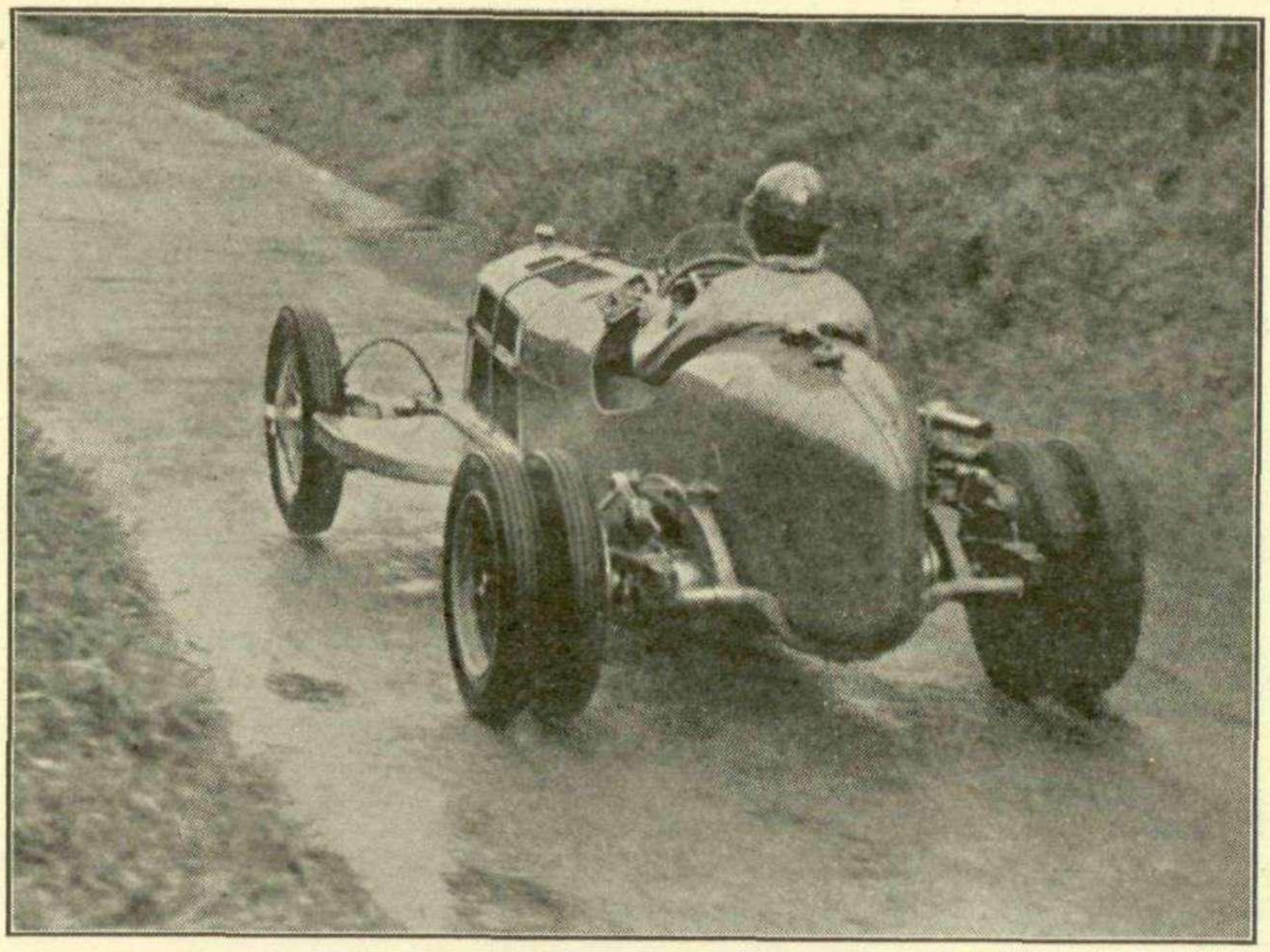
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As usual, the Paddock, carefully screened from the public, was a most interesting spot. We noted that the G.N. "Wasp" now has a new channel-section chassis frame, with Morgan i.f.s., a front cross-member made from a Ford Ten prop.-shaft, a steering box from a James 3-wheeler actuating a transverse drag-link, relinered cylinder barrels, a new crankshaft machined from the solid, Norton cylinder heads and Rudge motor-cycle wheels. Davenport's famous G.N., "Spider," had its new air-cooled 2-litre V-twin engine, with the barrels raised on distance pieces, while, in looking for better brakes, Davenport had used an H.R.G. front axle. He had only recently finished assembling this astonishing new engine, was using the old gear-ratios and was worried by a tendency to cracked heads. But was as keen as mustard, nevertheless.

Wallington's Frazer-Nash was the ex-Fane record car, with the special tail, and other "mods." incorporated in 1939. Gilbey's Maserati was a six-cylinder once run by Graffenreid and it was very nice to see the ex-Powys-Lybbe Talbot straight-eight in Radford's care. Of the 500's, Aikens had blanked off part of his air-scoop and moved his gear-lever from his pocket, while the Bosisto had a Morgan front-end, B.S.A.-f.w.d. rear-end and a d.t. Douglas engine. The Mephistophelgatti came towed behind an old Delaunay-Belleville coupé, but did not run because its recently-overhauled engine was still too stiff, and its carburetter was not fitted. Stubberfield's ex-Eyston, ex-Duller, G.P. Bugatti had a four-branch, non-standard water manifold down one side of its engine, probably a Duller "mod.," and the Alfa-Aiken now had its pre-selector lever on the outside of the scuttle.

Bear had brought a spare back axle for his Type 51 Bugatti—he drove to the venue in his 5-litre Bugatti with Stafford-East—while Crossley's Alta was the ex-Cormack car. Chorlton's G.P. Bugatti had Luvax shock-absorbers front and back, Major Money's M.G. was neatly covered over and Baird's Riley-Special was the ex-Avery car. Stromboli had a steering box reminiscent of the "Wasp's," a tubular frame, a motor-cycle fuel tank and a d.t. Douglas engine, while the Appleton-Special still employed an Arnott blower delivering through a Clayton-Still inter-cooler. The "white mouse" symbol on "Bira's" Maserati was being touched up with white paint, Freddie Dixon was discussing form with Wallington and Penny Fletcher was cleaning her husband's very smart M.G. Tony Brooke had brought the re-vamped Vauxhall-Villiers, not yet given a body. Its new chassis has the David Brown rear axle, Lancia "Dilambda" front-end and a Bentley steering column, and beside the high-placed driver's seat was a "Jerry-can" as fuel tank. The triple carburetters on the big blower are retained and two Vertex magnetos were located horizontally at the end of each camshaft. Unfortunately, Brooke was troubled by water entering the cylinders; his tender car was a closed Lancia "Dilambda."

Hutchison's Alfa-Romeo had long stone-guards horizontally behind its front wheels, Geoffrey Taylor's Alta used small front mudguards and Heath ran his Alta sports-equipped. The Triangle-Special had a new radiator-cowl and four S.U.s, Allen Arnold had fabricated twin rear wheels for his rebodied, road-equipped, Type 51 Bugatti by much welding, and Abecassis started Gilbey's Maserati for him. The Carlmark-Special was seen to have a new Fiat front-end, twin carburetters, and duplex primary and final-drive chains, while it now had rear suspension of G.N. type. The only "bodywork" was a seat with safety-belt. Twin 3.25 by



[Photo by Guy Griffiths.

Hutchison (Alfa-Romeo) accelerating out of the "S" to be beaten only by Raymond Mays.

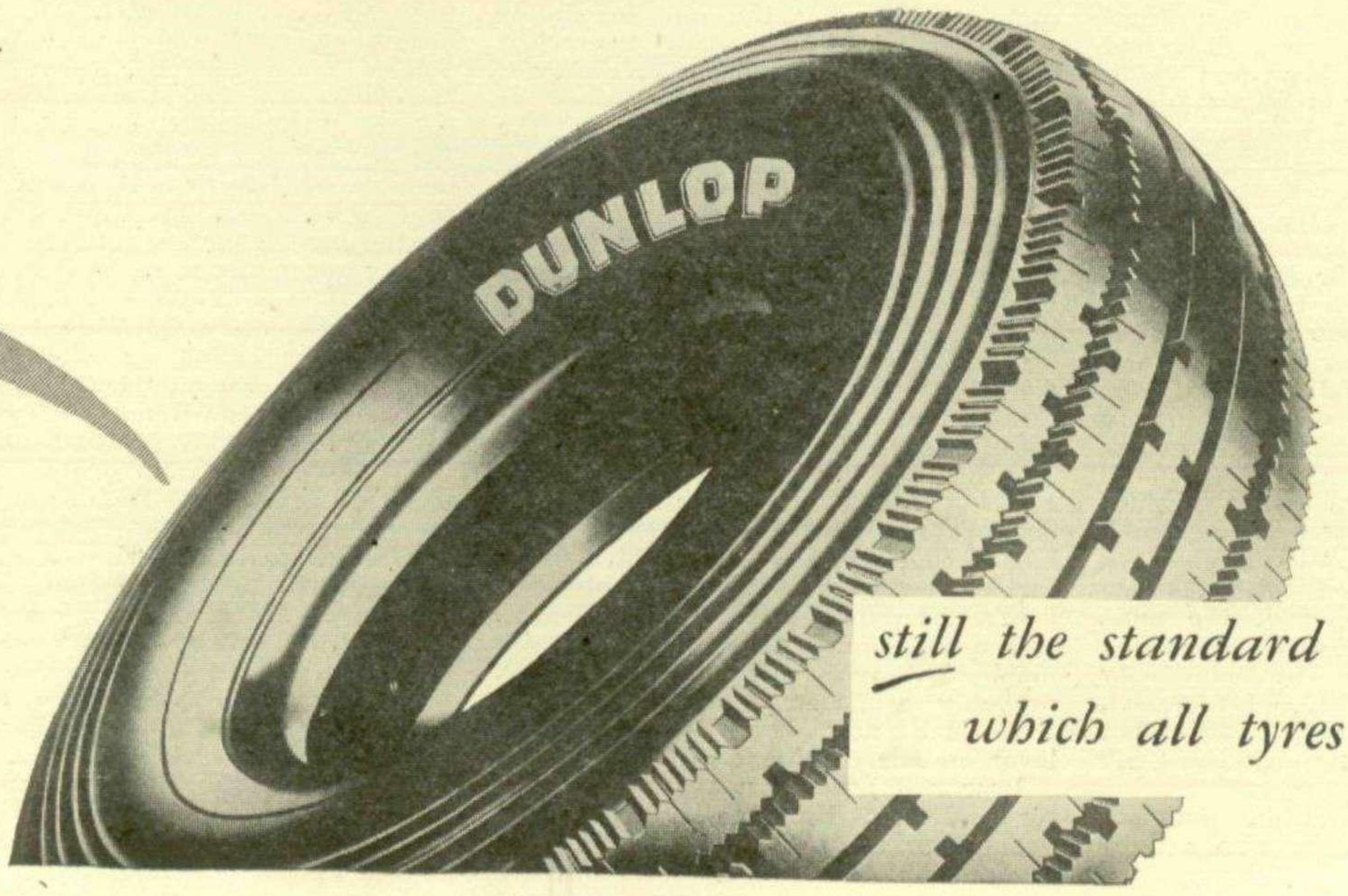
19 rear tyres, hydraulic front and G.N. cable rear brakes and twin motor-cycle carburetters were other features. Wharton had a very neat body on his M.G.-engined Wharton-Special, and four stub exhausts, while the tail of Poore's 3.8-litre Alfa-Romeo was covered with a plastic sheet while it was fuelled. Lowrey had removed the radiator cowl from his Mercury-Nash, revealing the radiator of the old Frazer-Nash, "The Slug." He had broken seven chains in practice. The Steyr-Allard was bothered by bent valves.

In the tea-tent we nearly fell over a yellow midget, apparently from Lea Bridge speedway. It turned out to be the tiny front-drive Bond 500 with no suspension and so little ground clearance it could not use the return road. It went fast (54.0 sec.) and looked entirely safe. The non-runners were :— The Shenton 500, Frame's M.G., the Carlmark, the "Tiger Cat," the "Martyr," Margulies' Bugatti, Leo Davenport's Alta, Woodall's Frazer-Nash, the "Challenger," Pool's Bugatti, Mrs. Dryden's (*nee* Dorothy Stanley Turner's) Alta, Carr's Alta, the "Mephistophelgatti," and Johnson's Darracq.

* * *

To return to the hill. We discovered that, although it was three-quarters of an hour before the start, we had to walk up on the enclosures-side and cross back to the Press area. That was merely inconvenient, but, sitting on the bank before the Press tent, we were told by a marshal that we couldn't stay there. This seemed odd, as the spot is one of the safest and the one we always occupied before the war. We asked should we be *inside* the tent? The marshal concerned then said he didn't know if we could go there. We then offered to go wherever he wanted us and he said he

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still the standard by which all tyres are judged

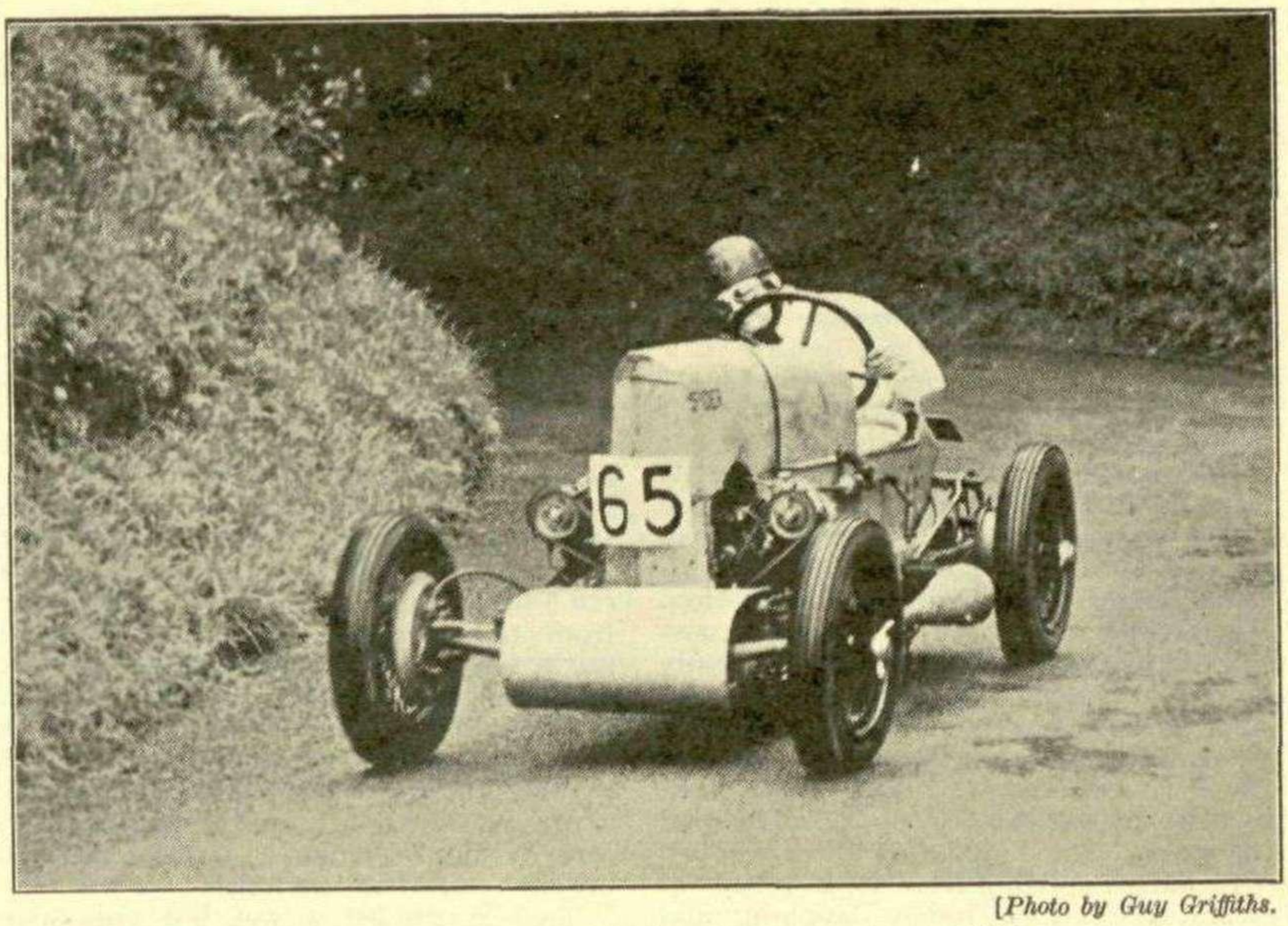
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didn't know where he did want us. Odd! Later our photographer asked permission of the Chief Marshal to stand by Kennel bend, which was granted. Arrived there, and in spite of explaining matters, another marshal said *he* had control of this area and couldn't permit photography. A bad case of over-organisation; we believe that S.U.N.B.A.C. and not the Midland A.C. were responsible. Otherwise all was excellent bar the rain and the inability of quite a few of the cars to keep firing on all their cylinders.

The commentary, well put over by Antone, was great fun—we were told of drivers "pumping up boost," Mrs. Wisdom changing *down* from bottom gear, etc., while Bolster "went through the kennels like a scalded cat" and Lady Mary Grosvenor was "making a gear" as she came up the hill. With typically British phlegm the announcer also gave out cricket scores . . .

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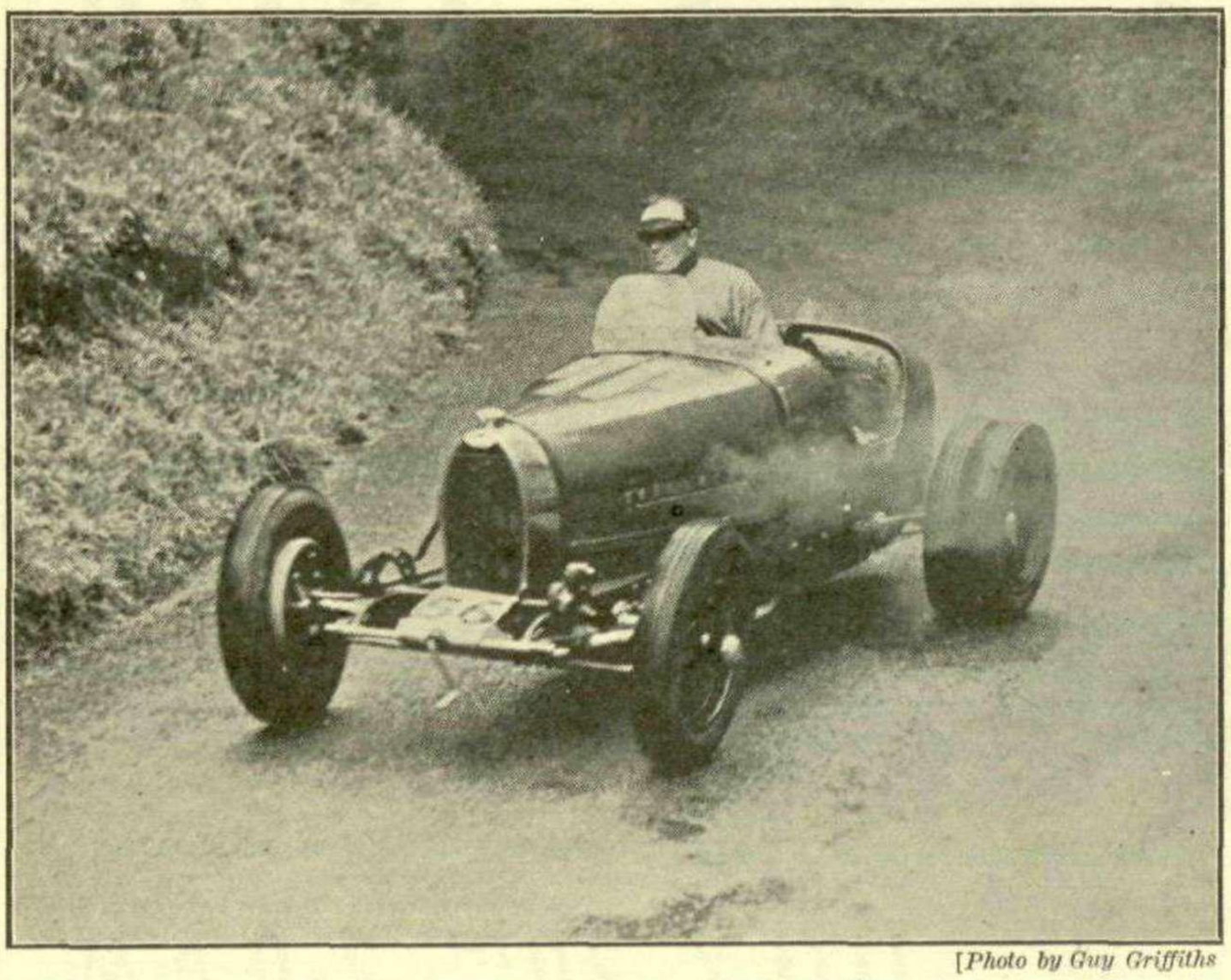
Strang's Strang 500 won the 500-c.c. class in 49.43 sec., the little car really well handled. Second fastest was Aikens, who just beat Brandon's Cooper 500, both the Coopers nicely placed, close to the banks of the "S." Appleton blipped his way upwards in a finely-controlled climb, off-side rear tyres smoking out of the corners, to win the 1,100-c.c. class in 45.88 sec., from Wharton, who took 46.8 sec. on his second run and was very steady in spite of motoring over the drain at the "S" and losing water from the radiator vent. Weir's M.G., sounding beautiful, was third fastest (47.8 sec.). Of the others in this class, the Lightweight, Leathart's R-type M.G., Baird's Riley and the Lund Spikins Special, all had trouble, and Rivers Fletcher, skilfully correcting a slide in the "S," also appeared to lose a cylinder. Major Money changed up early after the start to kill wheelspin, his M.G. slow thereafter; Turner's Riley clipped the banks of the "S," and then the "Wasp," after spitting on its first run, seemed to seize-up going into the "S" on its second, Moor being clapped for skilfully holding the ensuing slide. The Becke slid twice but was well held on its first run, then came up all over the road on its second ascent, sliding into the "S" and proving a real handful thereafter, clocking 49.5 and 49.87 sec., respectively.



[*Photo by Guy Griffiths.*

The 2-litre G.N. "Spider" going well at the "S."

The 1½-litre class saw f.t.d. go to Ansell's E.R.A. On its first run it was fearlessly handled but seemed to mis-fire, clocking 45.2 sec. On its next run it was again hurled into the "S," taken close in to the right-hand bank, over the drain, and, sliding badly, was well held and directed on to the finish, all in 43.81 sec. on the streaming wet course. Bolster, in Bell's E.R.A., was really dicing, and using a lot more r.p.m. than many, up to the finish. He used the correct ratio through the "S," reaching down to change up on the normal gearbox about halfway to the finishing banner. He certainly deserved 2nd place, clocking 45.65 sec. and 44.78 sec., respectively. Mrs. Darbishire's Riley was third fastest, in 47.55 sec., and Wallington in the Fane Frazer-Nash, was very consistent (48.13 sec., then 48.16 sec.), although he seemed to miss a change up on his second run and the car snaked somewhat as he took a hand from the wheel to use the gear-lever. Gilbey was trying hard in the Maserati (48.37 sec.), yellow gloves twirling the wheel, the old Talbot-Darracq ran nicely but lacked revs. (50.29 sec.), Crossley's Alta did not complete its first climb and went on to three cylinders after the "S" on its second, and the Norris Special needed concentration to keep it off the banks (49.71 sec.). Spollen lost time in the Triangle at Vox villa and used all his weight in correcting a skid out of the "S" (48.87 sec.), while Chorlton's Bugatti was in dire trouble, sounding fully retarded. Newton's H.R.G., twin aero-screens and rear wings in place, got down to 48.58 sec., showing up many of the racing cars.



[*Photo by Guy Griffiths*

Rowley making an astonishing run in his elderly 2-litre Bugatti. Note the exhaust stubs.

The 1½-3-litre class saw the fine ascents of Mays, Hutchison, "Bira," Gerard and Bolster. As all these drivers qualified for other prizes, the class first prize went to Rowley's Bugatti. He showed no concern when he hit the right-hand bank out of the "S," accelerating away with rear axle juddering, and a crisp note from the eight exhaust stubs, to clock 44.76 sec. Next quickest was Geoffrey Taylor's

Alta, which snaked fast up the last straight, to clock 45.13 sec. Heath (Alta) seemed to lose time changing gear at the "S" (46.71 sec.), Fairman came to rest at the kennels after missing a gear on his first run, but handled his Bugatti well thereafter (48.62 sec.). The front wheels of Bear's Type 51 Bugatti were frequently in the air and the starting handle was revolving merrily, while a really fierce slide happened to this man as he left the "S" on his first run (46.07 sec.). Lady Mary Grosvenor (Bugatti) improved by nearly ten seconds on her second ascent (47.75 sec.). Grey (Bugatti) seemed troubled when engaging gear (46.77 sec.), but Heal drove grandly in the old 1924 2-litre G.P. Sunbeam, off-side rear tyre smoking under acceleration. His second run was one of the most spirited of the afternoon and he certainly hurried through the "S" (46.08 sec.). Allan Arnold was obviously anxious not to damage his road-equipped Type 51 Bugatti, but did a run in 46.75 sec., in spite of one wicked power slide near the start. The Vauxhall-Villiers stopped with flames spitting from it, in clouds of steam, the crowd rudely laughing and Brooke rather unwisely trying to rev. his sick engine. The G.N. "Spider" was immense, almost getting into a front wheel slide at the "S" the second time, but Davenport keeping full control (46.76 sec.), after an even faster first run in 46.57 sec.

The over 3-litre class went to Abecassis in the "3.3" Bugatti, its pre-selector control, incidentally, now brought near to the steering wheel rim. On his first run George spun round going into the "S," very deftly prevented his car from charging the inside bank, changed down, and completed his climb, all in 47.85 sec. On his next run he made no mistakes, clocking 44.08 sec. Poore's big Alfa-Romeo went momentarily off the road near the start and was steady thereafter, but did 46.07 sec. nevertheless, third fastest time, Lloyd Jones' Triangle-Skinner was sliding and boiling (46.27 sec.), Lowrey was hampered by loss of 3rd-gear chain in the Mercury-Nash, but held tail slides well, cornered close to the bank at the "S" and got up to about 70 m.p.h. in top speed at the finish (49.6 sec.), while Peter Clark raised smoke from the tyres of his "3.3" Bugatti (49.27 sec.). McAlpine looked slow in the 3,062-c.c. Maserati but did 47 sec., Earl Howe looking on with interest at this car, which he once owned. But Sydney Allard was second fastest, clocking a rousing 44.8 sec. in spite of a sick car. Mrs. Wisdom (Jaguar) was slow but ran off the road after the finish.

That concluded a wet but enjoyable Shelsley Walsh. Times within parenthesis in this report are the faster of competitors' two runs, of course. The faster cars were very fast considering the conditions, and their times were very close. Raymond Mays, well-pleased, motored away in his Mk VI Bentley—his excellent run in 41.5 sec. (approx. 49 m.p.h. average speed) compares with his fastest times of 42.95 sec. and 39.57 sec. made in June and October respectively last year, and is 4.13 sec. under his record made in the dry in June, 1939. The next meeting will be an Invitation Meeting for cars and motor-cycles on September 27th, which should be very interesting indeed.

Results

RUNS UNDER 45 SEC., IN ORDER OF MERIT:

1. R. Mays (E.R.A.), 41.50 sec.—f.t.d., £100, Shelsley Trophy and plaque.
2. K. Hutchison (Alfa-Romeo), 43.21 sec.—2nd fastest: £75 and trophy.
3. "B. Bira" (Maserati), 43.30 sec.—3rd fastest: £30.
4. F. Gerard (E.R.A.), 43.31 sec.—4th fastest: £20.
5. J. Bolster ("Bloody Mary"), 43.80 sec.—5th fastest: £10 and "Shelsley Specials" trophy.
6. R. Ansell (E.R.A.), 43.81 sec.
7. G. Abecassis (Bugatti) 44.08 sec.
8. J. Rowley (Bugatti), 44.76 sec.
9. J. Bolster (E.R.A.), 44.78 sec.
10. S Allard (Allard), 44.80 sec.

LADIES' TROPHY: Mrs. Darbishire (Riley), 47.55 sec.

CLASS PLACINGS:

UP TO 500C.C.: 1st, C. Strang (Strang 500), 49.43 sec.; 2nd, F. Aikens (Aiken 500), 50.52 sec.; 3rd, E. Brandon (Cooper 500), 50.60 sec.

501-1,100 C.C.: 1st, R. Appleton (Appleton Special), 45.88 sec.; 2nd, K. Wharton (Wharton Special), 46.80 sec.; 3rd, J. Weir (M.G.), 47.80 sec.

1,101-1,500 C.C.: 1st, R. Ansell (E.R.A.), 43.81 sec.; 2nd, J. Bolster (E.R.A.), 44.78 sec.; 3rd, Mrs. Darbishire (Riley), 47.55 sec.

1,501-3,000 C.C.: 1st, J. Rowley (Bugatti), 44.76 sec.; 2nd, G. Taylor (Alta), 45.13 sec.; 3rd, A. P. Rolt. (Alfa-Romeo), 45.92 sec. (Placing on actual times: Mays, Hutchison, "Bira," Gerard, Bolster, Rowley, Taylor, Rolt.)

OVER 3,000 C.C.: 1st, G. Abecassis (Bugatti), 44.08 sec.; 2nd, S. Allard (Allard), 44.80 sec.; 3rd, R. Poore (Alfa-Romeo), 46.07 sec.

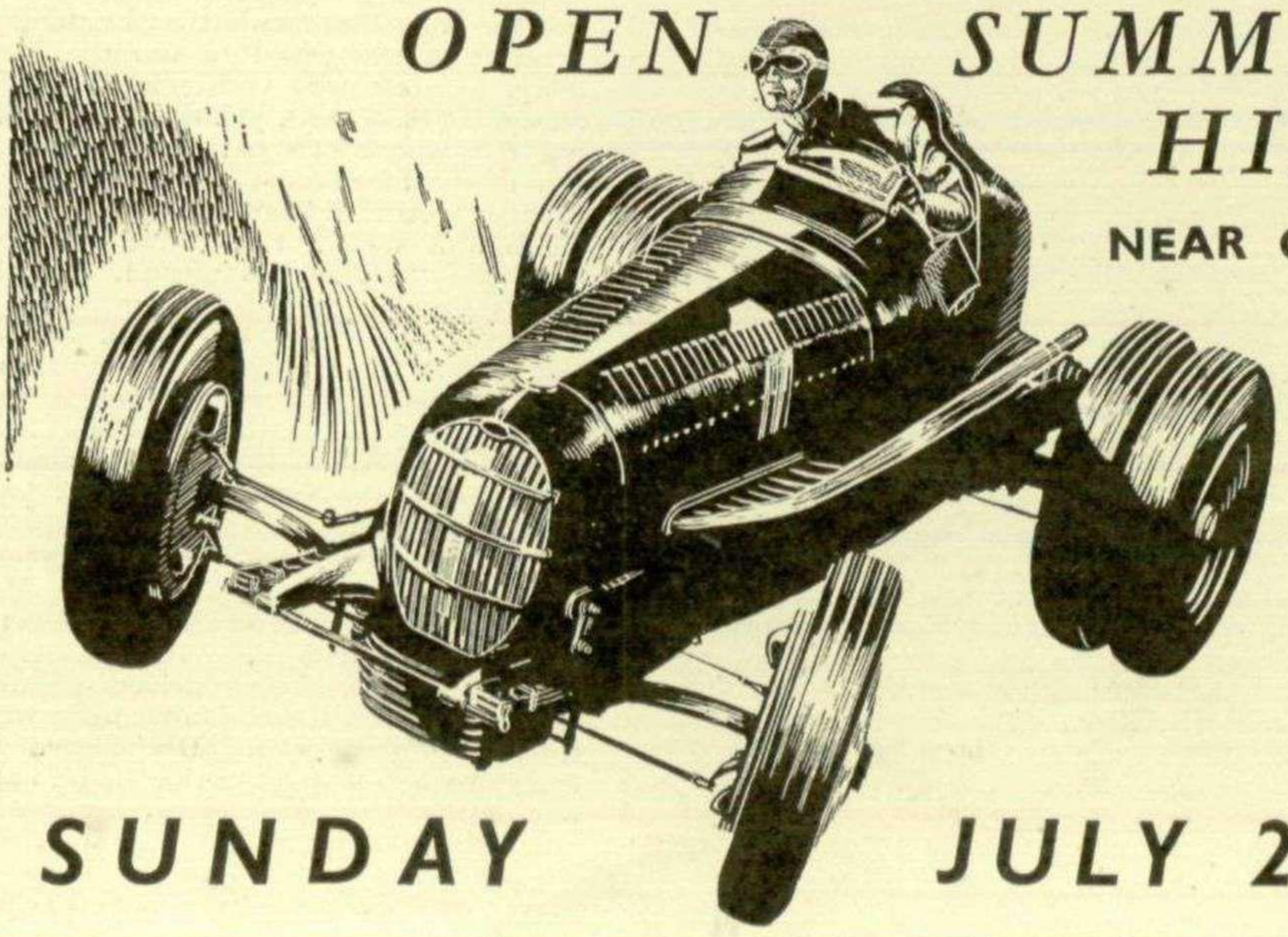
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SUNDAY JULY 20TH 2.0 P.M.

Formula Car Wins Non-Formula Event at Chimay

" Bira's " 16-valve Maserati First. Peter Monkhouse Second in Type 51 Bugatti.

Reported for MOTOR SPORT by Louis Klemantaski.

CHIMAY, in the south-west corner of Belgium, staged that rare event, a race run under *Formule Libre*, the entry being subdivided into under and over 2-litre cars. Thus, many British drivers with non-formula cars got what is probably their only chance of road racing this year. The G.P. was preceded by a Sports Car race, also split into the same two categories.

The entries ranged from such modern cars as 16-valve Maserati, Cisitalia and Delahaye to vintage types of Alfa, Bugatti and even a Georges Irat.

These events marked the debut in real road racing of Peter Clark's " Aerodynamic " H.R.G., John Heath and his 2-litre sports Alta, Peter Monkhouse and his " 2.3 " Bugatti, R. Salvadori (driving the ex-Kenneth Evans *Monoposto* Alfa-Romeo), Tony Rolt's ex-Alfa-Aiken, E. W. K. Lund and his blown M.G., and, one might almost say, of Abecassis' rejuvenated " 3.3 " Bugatti.

The lap is roughly 6½ miles long, with the starting line and pits on a slight downgrade. The course was lined by vast crowds who sat on the very edge of the road, even on the outside of the corners. The surface was very rough, one bump in particular, on a curve, making the cars airborne and their touch-down askew.

The start of the Sports Car race saw Giraud-Cabantous in a 3.6-litre streamlined Delahaye take the lead and keep it unchallenged to the end. John Heath took and held 2nd place. Meyrat stalled his Talbot in the front row but later made up for lost time so effectively that he got 3rd place. The under 2-litre class was more exciting, the B.M.W.s of Legros and Oscar Moore and the " Aerodynamic " H.R.G. of Peter Clark coming round in close company for several laps. Then Moore's engine threw a rod and later Clark was passed by Bossu on the D.B. after a bonnet-to-bonnet dice the whole length of the straight, so that the final order was : Legros, Bossu, Clark, Flahaut driving a Gordini Simca Fiat, and Berger, on a 1½-litre Alvis with local streamlined body, 5th.

The G.P. massed start gave Abecassis (" 3.3 " Bugatti) and " Bira " (16-valve 1½-litre Maserati), who were in the front row, a clear lead, the Bugatti coming round just ahead of " Bira " at the end of the first lap. Next lap " Bira " was in the lead and Abecassis dropping back with fuel starvation due to loss of pressure in a leaky tank. Giraud-Cabantous, using the same car that won the Sports Car race, minus wings, was lying third until he retired. Abecassis pulled in to the pits and also retired and simultaneously " Bira " made a quick pit-stop and then went on to win easily. Peter Monkhouse, in the " 2.3 " Bugatti, ran steadily and was only passed by Rolt. The latter was then slowed by some unexplained trouble, but got going later and drove with all his accustomed verve, but could not get above 8th place.

Rosier, on a Talbot Lago, finished 3rd, Beels on a " 2.3 " Alfa-Romeo 4th, and Salvadori, who only had top gear after trouble in practice, 5th.

NOTES

The main change in the G.P. was that " Bira " substituted his 16-valve Maserati for the old " 2.9 " which had not gone well in practice. Last year when he ran the " 2.9 " he had trouble.

* * *

The D.B. which came in 2nd is based on the Citroen and was the prototype model. The later ones are much more aerodynamic.

* * *

Harry Schell's Cisitalia was holding the Delahaye for many laps and is a beautifully-made little car. It finished 7th, behind the 2nd Delahaye.

The two " 2.3 " Alfas—Lucky's short-chassis " Mille Miglia " and Beel's long 4-seater—behaved very differently, the long chassis being noticeably steadier. In practice Lucky was faster, Beels suffering from misfiring. Sportingly, Lucky lent him a set of good plugs for the race and Beels ran right away from him.

* * *

Freige's Monnier-Speciale seems a very well constructed and finished car with Amilcar " insides " and Porsche suspension.

* * *

Only one E.R.A. was there—Bell's, driven by Bolster. Very fast in practice, but out with a piston after one lap in the race.

* * *

Abecassis' standing lap of 86.18 m.p.h. beat the previous flying-lap record. The flying lap was put up to 87.73 m.p.h. by " Bira " on his 2nd and 3rd laps.

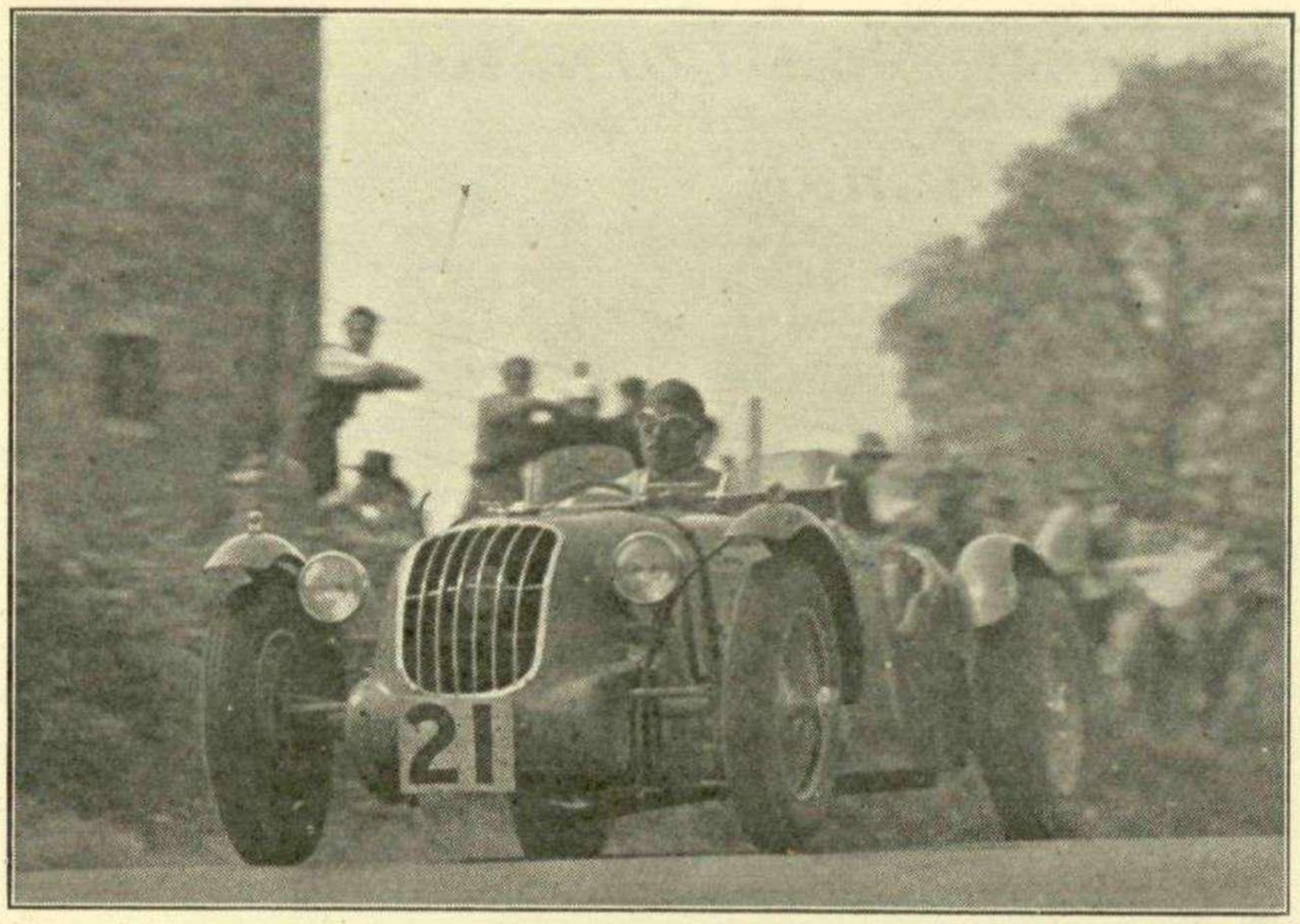
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" Bira " and Monkhouse both used the new Lodge racing plugs.



[*Photo by L. Klemantaski, I.B.P.*

Peter Monkhouse, who finished 2nd in his well-known Type 51 Bugatti.



[*Photo by L. Klemantaski, I.B.P.*

John Heath going well at Chimay in the sports Alta. Note how the rear wings had to be bent upwards to clear the big rear tyres.

Reports of Recent Events

V.C.C. SOUTHERN HILL-CLIMB

The results of the Veteran Car Club's hill-climb at Charterhouse on May 17th did eventually come to hand. Best performance of the day was made by W. Boddy's 1913 " Alphonso " Hispano-Suiza, with 0.27 marks, the runners-up being J. Hampton's 1912 Sunbeam (0.30 marks), and H. Bridcut's 1912 " Alphonso " Hispano-Suiza (0.32 marks). On formula as well as speed the Edwardians vanquished the Veterans, but outstanding amongst the latter were Col. Alcock's 1901 de Dion Bouton and F. Hutton-Stott's 1903 Lanchester (0.50 marks each), while the most rapid veteran was Capt. Oliver's 1902 Mercédès (51.4 sec.). The class results were :—

Results

VETERANS, 1899-1900: 1st, W. Pilmore-Bedford (4½-h.p. de Dion Bouton), 0.90 marks.
VETERANS, 1901-1902: 1st, Col. Alcock (4½-h.p. de Dion Bouton), 0.50 marks; 2nd, Capt. Oliver (30-h.p. Mercédès), 0.53 marks.
VETERANS, 1903-1904: 1st, F. Hutton-Stott (12-h.p. Lanchester), 0.50 marks; 2nd, Major Estler (6-h.p. Siddeley), 0.53 marks.
EDWARDIANS, 1905-1907: 1st, R. Knibbs (6-h.p. Rover), 0.53 marks; 2nd, E. Morgan (6-h.p. de Dion Bouton), 0.57 marks).
EDWARDIANS, 1908-1911: 1st, A. Heal (25.6-h.p. Hutton), 0.36 marks; 2nd, H. Timmis (15.9-h.p. Mercédes), 0.37 marks.
EDWARDIANS, 1912-1916: 1st, W. Boddy (15.9-h.p. Hispano-Suiza), 0.27 marks; 2nd, J. Hampton (15.9-h.p. Sunbeam), 0.30 marks.

The six fastest times were :—

A. Heal (Hutton)	... ...	43.8 sec.
	(*not* 44.2 sec. as given provisionally)	
H. Bridcut (Hispano-Suiza)	...	45.6 sec.
S. Sears (Rolls-Royce)	... ...	46.0 ,,
W. Boddy (Hispano-Suiza)	...	46.4 ,,
W/Cdr. Anderson (Rolls-Royce)		50.0 ,,
J. Hampton (Sunbeam) ... / F. Hutton-Stott (Lanchester) ...		51.0 ,,

S.U.N.B.A.C. EVENING TRIAL

Wharton's Wharton made best showing amongst the open cars. Archer's Standard headed the closed jobs.

SOUTHSEA M.C. SPEED HILL-CLIMB, HORNDEAN

Another speed hill-climb, confined to Club members driving sports cars, was held on May 24th. Collins' Oldsmobile won the saloon class, being somewhat faster than Morren-Wilkins' early Essex Terraplane. The small open car class saw a Riley " Imp " beat a J4 M.G., after which times improved considerably. Best did some fine ascents in his blown " PB " M.G., snatching a lovely change from 1st to 2nd, and Morrish's blown " PB " wasn't much slower. Hanman's blown 750-c.c. M.G. suffered engine bothers and Mann's similar car had a troublesome clutch and misfired. The two larger classes were won by Leonard's deceptively-standard-looking blown M.G. " Magnette," its front wheels flapping wildly, but Allard's 20-sec. record was not broken. Raymond Way's 2-litre B.M.W., 4 cwt. lighter than standard by reason of a special body and radiator cowl, had fuel feed troubles early on, but did one run in 22.2 sec. Jacob's blown " T " M.G. was 3rd in its class. The unlimited class saw Leslie Allard's Mercury Allard second to Leonard, and Parker's 3½-litre Jaguar 3rd, just beating Len Parker's V12 Allard. Matthews' badge-laden 2½-litre Jaguar indulged in slides after the start, Dryden went off in the wrong gear in his Jaguar on one run. Mrs. Fry (B.M.W.) was amongst those who eased up before the finish, and Miss King, in the Dryden Jaguar, blipped round the straight, as it were. Crook, in the ex-Hugh Hunter " 2.9 " Mille Miglia Alfa-Romeo, dug trenches at the start and couldn't better 22.5 sec. Parker's N-type M.G. chassis with 2½-litre Jaguar engine went well, and a Jeep did 23.0 sec. Onslow-Bartlett's queer Mercury-engined Special with ex-Allard body, was excluded as not being a sports car. Timing was by hand, the organisation slick and the crowd a large one.

Results

SALOON CARS: 1st, R. Collins (Oldsmobile), 26.6 sec. 2nd, D. Morren-Wilkins (Essex), 27.0 sec. 3rd A. Hollings (Pontiac), 28.4 sec.
OPEN CARS UP TO 1,100 C.C.: 1st, J. Payne (Riley), 28.0 sec. 2nd, G. Coles.(M.G.), 29.2 sec.
OPEN CARS UP TO 1,500 C.C.: 1st, G. Best (M.G.), 22.0 sec. 2nd, A. Morrish (M.G.), 22.9 sec. 3rd, A. Baring (Riley), 23.6 sec.
OPEN CARS UP TO 2,500 C.C.: 1st, L. Leonard (M.G.), 21.0 sec. 2nd, G. Best (M.G.), 21.7 sec. 3rd, R. Jacobs (M.G.), 22.6 sec.
OPEN CARS UNLIMITED: 1st, L. Leonard (M.G.), 20.7 sec. 2nd, L. Allard (Allard), 21.0 sec. 3rd, D. Parker (Jaguar), 22.0 sec.

CEMIAN M.C. KENT CUP TRIAL

This event was won by O. Williams (" T " M.G.) and the equivalent visitor's award went to V. S. A. Biggs (H.R.G.). 1st Class Awards: Adams (H.R.G.), Day (Jeep), Yates (Ford-Austin). 2nd-Class Awards: Greig (M.G.), Bangs (Lea-Francis), Palmer (P.S. Special), Clarke (Alvis). The Harrow C.C. took the Team Award.

CHESTER M.C. INVITATION TRIAL

Best performance in this event was made by Tyrer's B.M.W. Pritchard's Allard scored a 1st-Class Award and Pilkington's M.G. a 2nd-Class Award.

W. HANTS AND DORSET C.C. HARTWELL CUP TRIAL

Caldwell's Riley Twelve beat everyone. 1st-Class Awards were won by Dyer's Riley Nine and Bartlett's Ford, while Bryant's Singer and Hartwell's Sunbeam-Talbot took 2nd-Class Awards.

N.Z.N.S.C.C. BOOT MEMORIAL TRIAL

Held over a difficult course, this New Zealand Northern S.C.C. trial was won by J. O'Callahan's Ford Ten, with R. Roycroft's Riley Nine " Kestrel " and B. Tappenlen's Pontiac runners-up. It is sad to learn that Hemus' 1922 T.T. straight-eight 3-litre Sunbeam first of all came to rest on its base chamber on sticky clay, and later retired with a broken oil-pipe.

NIMES G.P.

This race was a battle between Luigi Villoresi's 16-valve Maserati and Chiron's unblown 4½-litre Talbot, the former finally getting the chequered flag, after averaging 62.1 m.p.h. for 227 miles, time 3 h. 41 min. 7.4 sec. Chiron was second only to Villoresi, with Parnell's E.R.A. 3rd and Mays (E.R.A.) 4th, well ahead of the Maseratis of Raph, Pozzi, Ashmore and Plate. It was a case of Luigi leading all the way but having to refuel, which nearly put the Talbot, which needed no fuel, ahead and probably would have done had it not grazed a wall. The winning Maserati also made fastest lap, at 63.86 m.p.h.

PIACENZA SPORTS CAR RACES

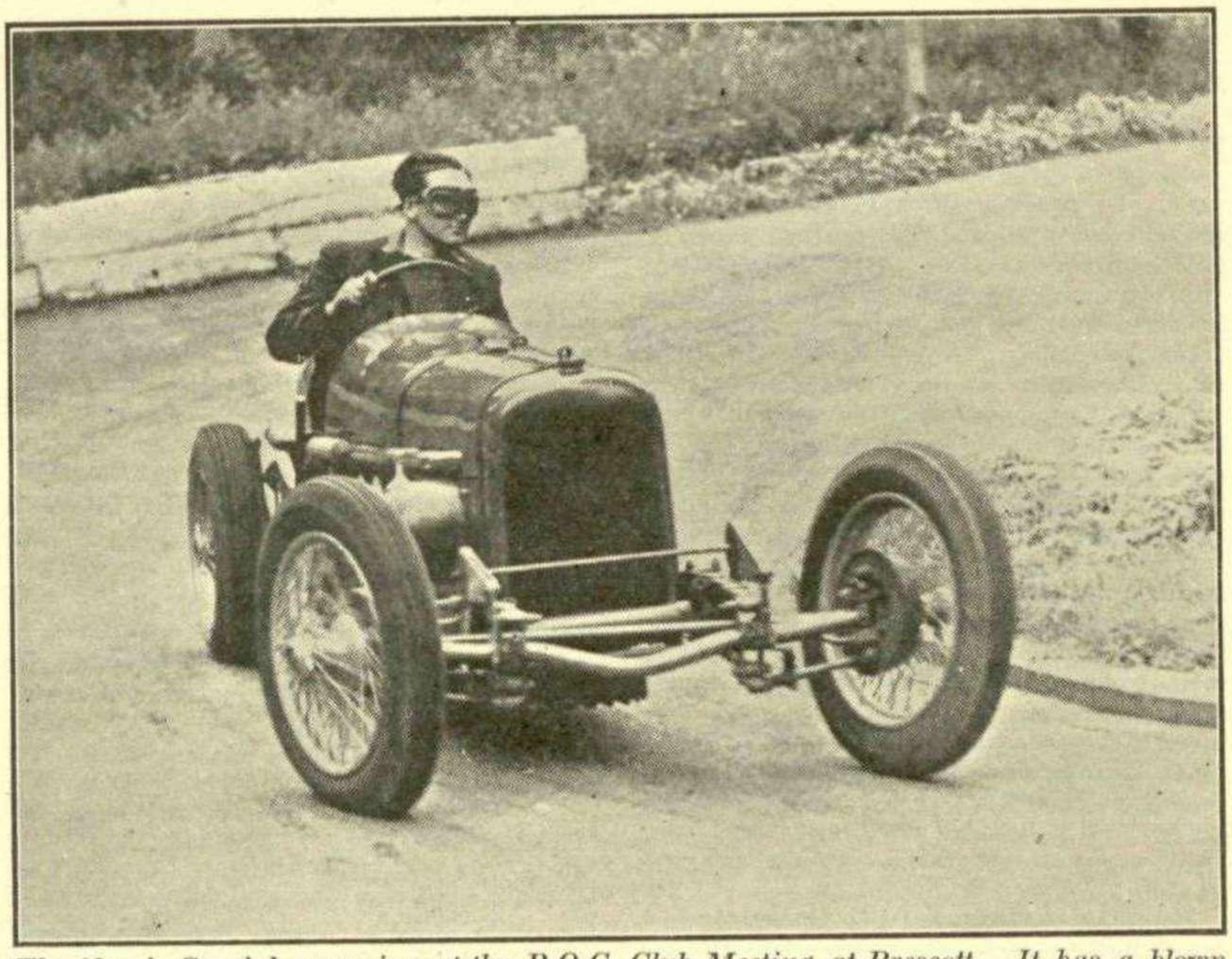
After the new Ferrari had fallen out with fuel pump failure, the Maserati Sixes of Barbieri and Angiolini ran home 1st and 2nd, Barbieri averaging 66.46 m.p.h. in a car having three carburetters to replace the usual supercharger. But in the 1,100-c.c. race Righetti, in a Stanguelli-Fiat, won at 66.77 m.p.h., while the 750-c.c. race went to Avalle's Fiat, at 59.3 m.p.h.

B.O.C. CLUB MEETING, PRESCOTT

The Prescott Club Meeting really was exciting. Although the course was dry it was quite slippery and that led to more breathtaking moments than ever before. Strang spoilt his first run, spinning the Strang 500 round going into the Esses, Aikens did likewise with the Aiken 500 at the first corner, while Gerard (E.R.A.) and Bear (Type 51 Bugatti) also spun round in the road. Later Bear did it again in his 1½-litre Bugatti. Then Sydney Allard, in spite of twin 5.00 by 18 rear Dunlops (he had 5.75 by 16 Dunlop E.L.P. tyres on the front wheels) shot through the hedge at the semi-circle and landed well out in the field in the single-seater Allard. It was left to E. Pool to have a proper accident, which severely damaged his beautiful 2-litre G.P. Bugatti, when it hit a tree after getting quite out of control going up to the Esses. These incidents cut down the number of runs timed and there were a fair number of non-starters, while Gilbey (Maserati) and Major Vaughan (Becke) were quite rightly disqualified for rushing about the public road in untaxed cars, after the police had asked that a stop be put to such testing—such people bring motoring sport into disrepute.

Gerard, in his white 2-litre E.R.A., made f.t.d. in 48.03 sec. in the Team class, while R. E. Ansell, untidy on his first run, tied with Allard for second fastest time, in 48.71 sec. The 500-c.c. cars did well, beating those up to 750 c.c., against which they had to run; Brandon's Cooper 500 being fastest, in 52.03 sec., an unofficial Class I record. Mrs. Darbishire, in her blown 1,488-c.c. Riley, set an unofficial ladies' record, in 51.18 sec.—but records are not observed at Prescott Club meetings. The class results tell their own story, but Heal in his 1924 Sunbeam, Sleight driving his ex-Abecassis Alta for the first time, Perkins (H.R.G.) and Rowley (Bugatti) deserve mention for decent driving. Those who hung about included Mrs. Willis (B.M.W.), Slater (Riley), Finden (Alfa-Romeo), MacLeod-Carey (Alfa-Romeo), G. C. Dix (Alfa-Romeo), Sir D. Gamble (Invicta), D. Monro in the Hudson-Morris Skinner coupé, Collins (K.P.L.) and Buck (Bugatti). We hope they will be quicker next time. Rohll ("2.3" Alfa-Romeo) appeared to be repeatedly touring up the hill, but was faster than many of the foregoing. Oddly, no Edwardians ran.

The Paddock was an interesting spot. The Allard was having new valves fitted on the eve of the meeting; Bear had de Ramm front shock absorbers on his Type 51 Bugatti, with Telecontrol at the rear; Whincop ran his Type 51 equipped as a sports-car; Sleight, who came in a Healey, had never driven a racing car before, apart from airfield practice; Rowley's Type 35C Bugatti had a pre-selector box and no exhaust manifold, and Tyrer's fast "328" B.M.W. was the ex-Crossley car. There was a happy informal atmosphere all day, in which Wyer discussed with Hampton the braking system of his Type 57S Bugatti coupé, Marechal talked with a total stranger of his fast "Speed Six" Bentley, and a German P.O.W. looked on dazedly as B.M.W. after B.M.W. attacked the hill. Regrettably, lots of competitors drove home without wiping off their racing numbers.



The Norris-Special cornering at the B.O.C. Club Meeting at Prescott. It has a blown f.w.d. Alvis engine in a G.N.-type chassis. [*Photo by Guy Griffiths*

Results

SPORTS CARS UP TO 1½ LITRES UN-S/C: 1st, E. Newton (H.R.G.), 53.15 sec.; 2nd, D. Pitt (M.G.), 55.26 sec.; 3rd, A. Baring (Riley), 55.54 sec.

SPORTS CARS UP TO 1½ LITRES, S/C: 1st, K. Bear (Type 51A Bugatti), 53.58 sec.; 2nd, J. Bowles (Austin), 56.81 sec.

SPORTS CARS, 1½-3 LITRES, UN-S/C: 1st, G. Jason-Henry (Riley), 53.02 sec.; 2nd, G. Tyrer (B.M.W.), 53.48 sec.; 3rd, D. Prosser (B.M.W.), 54.69 sec.

SPORTS CARS, 1½-3 LITRES, S/C: 1st, E. Landon (Alfa-Romeo), 52.09 sec.; 2nd, A. Whincop (Type 51 Bugatti), 52.12 sec.; 3rd, T. Walters (Type 55 Bugatti), 53.80 sec.

SPORTS CARS OVER 3 LITRES, UN-S/C: 1st, R. Dryden (Jaguar), 53.62 sec.; 2nd, L. Potter (Allard), 53.82 sec.; 3rd, G. Mansell (Allard), 54.16 sec.

SPORTS CARS OVER 3 LITRES, S/C: 1st, K. Bear (Type 50 Bugatti), 52.75 sec.

RACING CARS UP TO 750 C.C.: 1st, E. Brandon (Cooper 500), 52.03 sec.; 2nd, C. Strang (Strang 500), 53.19 sec.; 3rd, F. Aikens (Aiken 500), 53.33 sec.

RACING CARS, 751 C.C. TO 1½ LITRES: 1st, R. Ansell (E.R.A.), 48.71 sec.; 2nd, G. Sleight (Alta), 51.02 sec.; 3rd, Mrs. Darbishire (Riley), 51.18 sec.

RACING CARS, 1½-2 LITRES: 1st, F. Gerard (E.R.A.), 48.56 sec.; 2nd, J. Rowley (Type 35C Bugatti), 50.51 sec.; 3rd, A. Heal (1924 Sunbeam), 52.16 sec.

RACING CARS OVER 2 LITRES: 1st, S. Allard (Allard), 48.71 sec.; 2nd, K. Bear (Type 51 Bugatti), 49.49 sec.; 3rd, A. Whincop (Type 51 Bugatti), 51.53 sec.

HANDICAP: 1st, N. Bond-Williams (Aston-Martin); 2nd, J. Bowles (Austin); 3rd, G. Sleight (Alta).

"SPECIALS" CLASS: 1st, C. Strang (Strang 500), 53.19 sec.; 2nd, J. Norris (Norris-Special), 53.91 sec.

TEAM CLASS: 1st, Team No. 2: Aikens (Aiken 500), Ansell (E.R.A.), Gerard (E.R.A.), 152.35 sec., 2nd, Team No. 1: Bond-Williams (Aston-Martin); Newton (H.R.G.), Rowley (Bugatti), 157.45 sec.

M.C.C. "EDINBURGH" TRIAL

The following car drivers won Premier Awards in the classic "Edinburgh" Trial which the M.C.C. revived at Whitsun:—

E. Grimrod (Riley), K. Scales (M.G.), H. Morgan (Riley), C. A. N. May (Ford), K. Delingpole (H.R.G.), G. Mansell (Allard), C. Ryley (M.G.), D. Hase (M.G.), G. Tyrer (B.M.W.), H. Grove (M.G.), H. Melby (Riley), G. Couzens (M.G.), D. Campbell (Morgan), P. Morgan (Morgan), W. Goodall (Morgan), L. Moore (Ford), M. Fishleigh (Wolseley), W. Attwater (B.M.W.), A. Frost (B.M.W.), S. Frost (Standard), A. Fletcher (M.G.), R. Holt (M.G.), G. Holt (M.G.), L. Potter (Allard), F. Morrish (Frazer-Nash), W. Hayward (Bayliss-Thomas), R. Hellyar (Singer), C. Crossby (Vauxhall), C. Nicholl (M.G.), S. Black (M.G.), D. Leffman (M.G.), N. Roundhill (Jaguar), J. Ehrlich (Ford), K. Burgess (Allard), J. Appleton (Allard), D. Wood-Dow (H.R.G.), E. Ellis (B.M.W.), G. Coaker (Austin), A. Denyer (Lea-Francis), D. Murkett (M.G.), S. Tett (Ford). The Morgan "4/4" team (Morgan, Goodall and Symons) won the One-Make Team Award, and May's Ford, Delingpole's H.R.G. and Mansell's Allard the Mixed-Team Award.

THE BLACKPOOL RALLY

This event, consisting of some 260 miles of road-driving and a number of special tests at Blackpool, attracted over

Continued on page 190

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EVENTS TO COME *by T. G. Moore*

ALBI

The Grand Prix de l'Albigeois, which takes place on the St. Juery circuit on July 13th, promises to be an interesting race. In pre-war days English cars and drivers put up some fine performances on this course. Buddy Featherstonehaugh won the race in 1934, driving Whitney Straight's 2.9-litre Maserati, "Bira" took first place on an E.R.A. in 1936, and the late Johnnie Wakefield was successful just before the war. Wakefield's driving is still remembered at Albi, and last year at the prize-giving there was tremendous cheering when his name was read out as one of the former winners.

This year, too, English drivers will be seen in fair force. Firm entries have been received from Parnell ("E"-type E.R.A.—this is the car which Whitehead ran at Jersey), Hampshire (Challenger) and Ashmore (Maserati). Ansell has applied for an entry form for his "Maser," and Brooke has entered an E.R.A., which will be his "E"-type if this can be got ready in time after its return from Indianapolis. Whitehead is not running at Albi.

Sommer has entered his Maserati, but may be running the new 12-cylinder Ferrari, which made its debut at Rome. Villoresi, Wimille and Raph will also be driving Maseratis, with Raph and Plate as probables. Wimille had hoped to bring along an Alfette, but this now seems somewhat doubtful.

The heavier metal will also be well represented, with a team of Delages entered by the Gersac stable and driven by Etincelin, Trintignant and Loyer, the latter the well-known motor-cycling star. L'Ecurie France have entered Chiron on the single-seater Talbot (Darracq), while Chaboud, Trillot, Pozzi and Giraud-Cabantous will pilot Delahayes.

The race will consist of 40 laps of the 5.5-mile circuit, which is twisty in parts, but which has a 140-m.p.h. straight on the east leg, which will even things up for the big cars. An account of this race will appear in the August number of MOTOR SPORT.

BRITISH EMPIRE TROPHY

With Brooklands and Donington no more, the B.R.D.C. has had to turn to one of "John Bull's other islands," in this case the Isle of Man. The course to be used is the one on which the 1936 R.A.C. Car Race was run. At that time there were strong criticisms about the bad road surface and the narrowness of the "back leg," but these objections no longer stand. The road is now surfaced with skid-proof tarmac, and an awkward corner and bottleneck sliced back to give a width of 24 feet. Lesser widening operations are being performed at other points.

From Onchan village to the T.T. stands there are two fast stretches, and in 1936 Seaman reckoned he was getting close on 130 m.p.h. on this section. Scannell hopes to get 20 entries for each of the two races, which should produce a worth-while spectacle on a $3\frac{3}{4}$-mile circuit.

GRAND PRIX DE NICE

There was some doubt early in the season as to whether the famous "Round-the-Houses" race at Nice would take place on July 20th, but I have now received the regulations, though the entries are not yet to hand. Very much of an "invitation race," like the G.P. de Monaco, entries are limited to 19. The race consists of one hundred laps of a two-mile course along the Promenade des Anglais. The race is run under present Grand Prix regulations, but the course should favour the "blown" cars. More about it in the August issue.

RESULTS OF T.T. RACES

The island took on something of its pre-war aspect with the revival of the T.T. motor-cycle races in June. Velocettes beat up the Nortons and captured the first four places in the Junior, which was won by A. H. Foster at a speed of 80.3 m.p.h.

Barrington had a runaway win in the Lightweight at 73.2 m.p.h., on his Guzzi, with Cann (Guzzi) and Drinkwater (Excelsior) second and third. The Senior Race was a terrific battle between Daniell and Bell on Nortons, only one second separating them on the sixth lap. Daniell won at 82.8 m.p.h., a magnificent performance on "Pool" petrol. In 1938, running on "dope," he won at 89 m.p.h. It would be interesting to know how racing cars would compare on this course.

Amongst old-timers at the start was Freddy Dixon, who appeared on the Senior day wearing a grey "topper," just to give the proceedings some "class." Unfortunately he does very little tuning nowadays, apart from a little "tickling-up" of Tony Rolt's cars.

* * *

ATTEMPT ON INTERNATIONAL CLASS I RECORD

Lt.-Col. A. T. G. Gardner, M.C., has written to us about his forthcoming record attempt:—

"Engine tests having proved satisfactory, I am taking my M.G. across to Belgium on Tuesday, July 22nd, to commence record attempts at dawn on Thursday, July 24th, weather permitting; my headquarters will again be at the Osborne Hotel, Ostend.

"Quite a number of alterations and modifications have been carried out to the car since it was last out in October, 1946, and my targets now are:

"1. To beat the existing record in Class I of 106.7 m.p.h. at present held by Italy.

"2. To be the first to exceed 120 m.p.h. in a 5-h.p. car."

REPORTS of RECENT EVENTS

Continued from page 189

100 entries and was a well-deserved victory for Ken Wharton's spartan Ford Ten-engined Austin Seven Special. Wharton was outstanding in the special tests, clocking 9.8 sec. at Higher Hodder and 35.8 sec. in the "Scissors" test. In the Monte Carlo type test Potter's Allard was outstanding.

Results

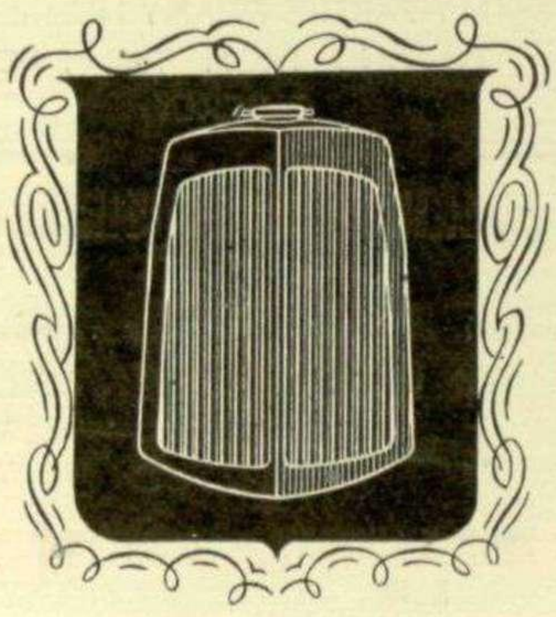
BEST PERFORMANCE IN THE RALLY: K. Wharton (Wharton Special), 105.2 sec.
RUNNER-UP: L. Potter (Allard), 106 secs.
BEST CLOSED CAR: T. C. Harrison (Ford 10-h.p. Anglia), 123.4 sec.
LADIES' PRIZE: Mrs. K. Hague (Riley Sprite).

CLASS WINNERS

OPEN CARS UP TO 10 H.P.: K. Wharton (Wharton Special).
CLOSED CARS TO 10 H.P.: T. C. Harrison (Ford).
OPEN CARS, 10–15 H.P.: J. F. A. Clough (Riley Sprite), 115.4 secs.
CLOSED CARS, 10–15 H.P.: A. H. Birrell (2-litre Sunbeam-Talbot), 131.4 sec.
OPEN CARS OVER 15 H.P.: L. Potter (Allard).
CLOSED CARS OVER 15 H.P.: J. A. Edgar ($2\frac{1}{2}$-litre Riley), 127.4 sec.
SUPERCHARGED CARS: A. G. Imhof (Allard, S.), 111.2 secs.
TEAM PRIZE: "Candidi Provocatores" (Allard), 355.2 sec.

OTHER WINNERS

V. Pilkinton's M.G. won the Stramongate Trophy Trial, S. Rowlands' Ford Ten the Captain Stott Trophy Trial, and M. Bolton's Aston-Martin the Darlington & D.M.C. Treasure Hunt.



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MOTOR SPORT Road Test (Post-war Series) No. 5

THE LANCHESTER TEN SALOON

A small car which belies its size. Refinement and ability to average high speeds coupled with excellent stability and comfort.

WHEN the new Lanchester Ten came along for test we anticipated refined motoring in comfort and security. We had not been in the car very long before we were enthusiastically expressing surprise—surprise at the performance of this modestly-dimensioned car and the way in which it could be handled. To say that a car gives the road-tester the impression of being larger than, in fact, it is, is hackneyed. But that is just what the 1947 Lanchester Ten does; it goes about the country like a good Sixteen. Moreover, its steering and suspension combine to provide handling qualities which those who are habitually in a hurry can really enjoy. Driving this outwardly dignified and sober car and going over it in the garage, one's impression is that it has been designed by an enthusiastic owner-driver.

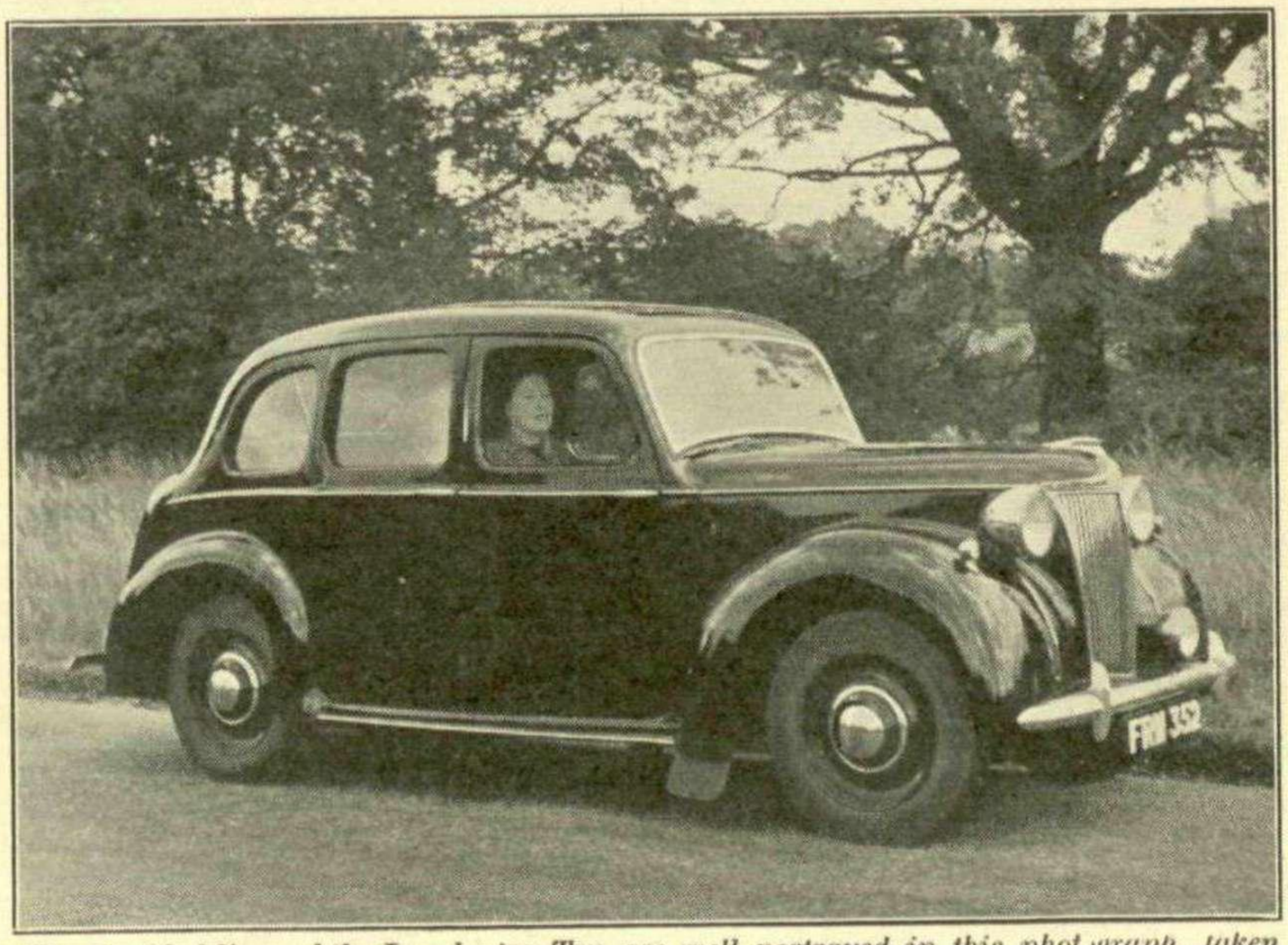
For instance, opening the alligator-bonnet, which has a good catch and is nicely balanced, a grease-gun and Wesco oilcan are found in clips by the radiator. The tool-kit, stored with the spare wheel on a shelf beneath the rear locker, is very comprehensive, even to two spare wheel-nuts, a valve spring, spare top for the grease-gun, etc. At night the Lucas headlamps enable one to drive safely at the car's daytime cruising speed, and a well-placed foot "dimmer," which functions pleasantly, puts out these lamps and brings in a Lucas F.T.600 "Pass-light" (for which, incidentally, there is no other switch). The handbook supplied with each car is beautifully produced and sensibly planned. It is factors such as these that stamp the Lanchester Ten as a *driver's* car.

We have already emphasised that the car performs astonishingly well for what is a really roomy saloon of but 10 R.A.C.-h.p. and 1,287 c.c. This is best emphasised by saying that not only will this Lanchester cruise at a speed of over 60 m.p.h. effortlessly and quietly, but, indeed, this becomes the natural gait whenever one is in a hurry. The lower-end acceleration, while extremely useable and adequate for rapid negotiation of traffic, is not so outstanding as what happens after the little engine has got into its stride. The pre-selector gearbox, of course, makes upward and downward changes a slick operation, and how fast one goes through the gears depends on how much load you are prepared to put on the back axle. The gear quadrant, on the right below the wheel, is well placed and the lever goes firmly and smoothly from notch to notch under finger pressure, but has to be pressed down, purposely, for reverse. The "clutch" pedal is reasonably light to operate, but one must remember to select the next required gear before using using it, otherwise it goes solid as a reminder that the driver has erred. At night, the lever position is not easily visible but the quadrant locations are absolutely positive. Here it may be said that the driving position is good, the steering wheel nicely in one's lap after the bucket seat, which is massive and comfortable, has been adjusted, which is simple to do. The right-hand treadle accelerator is light to depress, the pedals well located. Visibility is moderate, but neither front wing can be seen and, in glancing sideways for cars approaching at junctions, the centre door pillars sometimes intrude.

One feature of the Lanchester which really is very effective and fascinating is that with the combination of Daimler fluid flywheel and Wilson gearbox the "clutch" pedal need only be used to effect gear-changes—car-control, as such, becomes a two-pedal job. In any gear the car can be brought to rest and held on the brakes; as soon as these are released it inches forward at tick-over speed until the accelerator is depressed. It is literally impossible to stall the engine. What this means to beginners or nervous drivers is obvious, and we are quite ready to admit that in the chaos of London traffic we, too, appreciated this foolproof control, which removed the fatigue from town driving.

To illustrate this commendably foolproof control we carried out two tests. A lady who had never learnt to drive got into the Lanchester and was able to concentrate entirely on steering it, remaining in top gear and getting away perfectly satisfactorily in that ratio, thereafter using only accelerator and brake. Next, we set the car going at tick-over in top gear, got out of it, and let it run along on its own, stopping it by leaning on the radiator grille or pulling on the rear bumper. Such is the action of the classic Daimler/Lanchester transmission. The same game could be played in 3rd gear, but the thrust in the lower ratios defeated us. Slowest speed in top gear cannot be quoted—because this astonishing car just goes down to infinity; so slowly will it go that eventually a hollow in the road surface will bring it to rest until a little more throttle is applied. That the 4-cylinder engine opens up smoothly, without trace of flat-spot, from 0+ m.p.h. in top to maximum, is to its everlasting credit; moreover, it does not convey how flexibly it is mounted, save when idling with a gear engaged and the brake holding the car.

Returning to open-road matters, we noticed early in the test how well the springing, with the coil-spring i.f.s. functioned. Bad surfaces were smoothed out most effectively, with merely the patter of wheels and slight shudder one associates with independent front wheels. We expected, in consequence, the usual lateral flexibility when going fast. Not at all! This Lanchester rolls very little and displays a quite remarkable "flat" or "even-keel" ride, with no pitching. Not only does this mean that this saloon corners at sports car speeds, but that back and front-seat occupants alike really enjoy extreme comfort, and are not thrown roughly about while the driver is in a hurry. Much of this stability must be credited to the "P.5" Luvax shock-absorbers, which most effectively damped rebound from the springs. At times, with a sudden change of direction, or on hitting a bad bump, the front suspension felt momentarily soft, but normally this was



The dignified lines of the Lanchester Ten are well portrayed in this photograph, taken during our extensive test.

not the case and there is no gainsaying the fact that the Lanchester designer has achieved a remarkable balance between firm, and comfortable, suspension. Moreover, on dry roads or wet, we were quite unable to provoke a tail-slide, nor, under really spirited cornering, did the Dunlop tyres protest particularly loudly.

We see, then, a moderately-dimensioned yet roomy " Ten " which goes faster than most, is very simple to drive and which is comfortable yet stable. Add to this a high degree of refinement throughout the car and it will be appreciated that the Lanchester Ten justifies the price at which it sells. Not only is the engine silent until a faint chatter is heard approaching maximum r.p.m., but not a sound comes from the body, nor is wind-noise intrusive. The car is so quiet that wheel patter on rough roads is the only evidence of speedy motoring, although a rattle did develop at the front of the car after 800 hard miles. There is very little of the usual epicyclic gearbox hum and the gears are very quiet.

The steering gives a sense of really high gearing—2½ turns are needed from one to other of a *very* generous lock, and the turning circle is 35 ft. It is accurate steering, has some castor action and becomes lighter the faster one drives. On certain surfaces front-wheel motion is transmitted to the driver's wrists, but no movement is permitted through the column. On fast bends there is a tendency to over-steer. The brakes work effectively and silently, being progressive in action, if calling for fairly heavy pressure on the pedal for rapid stopping. The right-hand dash-located hand-brake is easily reached and holds the car securely, but tended to be tricky to release. The brakes appeared to need adjustment after some 800 miles of fast main-road work, yet remained entirely adequate to the car's speed.

At night, the lighting was truly 100 per cent. in power, although it was not easy to read the instruments at night. From left to right the facia carries a very generous cubby-hole with truly thief-proof lock, the lid shutting very effectively; lighting and ignition switches; a half-circle dial A.C. speedometer with mileage, trip and total, reading to 80 m.p.h.; oil and ignition warning lights each side of it; below the speedometer the petrol gauge (rather vague), electric clock and water thermometer (which never exceeded its customary 175° F.), all A.C.; starter and choke/slow-running controls; and a smaller cubby-hole.

The screen winds open by means of a centrally-placed handle; there are twin wipers which only function when the ignition is on, and an ash-tray for each occupant. Very useful is a petrol reserve control under the facia, which brings in the last one-and-a-half gallons of fuel. Each door has a small folding handle and a deep pocket; upholstery is quietly carried out in high-grade leather; the rear seat has a deep concealed armrest, and there are cut-aways for the rear-seat passengers' elbows—not very well located, we thought. The interior light is effective, the large rear window gives ample visibility for reversing, and no " grabs " are fitted—the excellent stability of the Lanchester renders them unnecessary. The direction indicators act well, remaining up until the wheel really has returned the car to the straight; they are controlled from the wheel-centre, as are the Lucas " Windtone " horns. The interior of the car conveys very well the refinement which the car couples with its manner of running.

At the rear is the large luggage locker and below it the spare wheel recess, in which are stored the tyre pump, jacking apparatus and the very complete tool-kit aforementioned. The rear number plate is lit by dual tail lamps and is behind glass. Under the bonnet the finish of the engine is fully in keeping with the remainder of the car. The dip-stick is accessible and the oil-filler is well located in the cover of the o.h.v. gear.

LANCHESTER TEN SALOON

Engine : Four cylinders, 63.5 by 101.6 mm. (1,287 c.c.). R.A.C.-h.p., 10.

Gear Ratios : 1st, 21.4 to 1; 2nd, 11.65 to 1; 3rd, 7.55 to 1; top, 5.0 to 1.

Tyres : 5.25 in. by 16 in. Dunlop low-pressure.

Weight : 21½ cwt. (in road-trim with approx. 3 gallons of petrol but less occupants).

Steering Ratio : 2½ turns lock to lock.

Fuel Capacity : 8 gallons (1½ in reserve).

PERFORMANCE DATA.

Acceleration :

0-50 m.p.h. : 22.8 sec. (mean of two-way runs).

s.s. ¼-mile : 26.1 sec. (mean). 25.0 sec. (best run).

Speed :

f.s. ¼-mile (approx. ½-mile run in) :—

58.02 m.p.h. (mean).
61.60 m.p.h. (best run).

Maximum in indirect gears (corrected for speedo. error) :

1st : 12 m.p.h.
2nd : 25 m.p.h.
3rd : 47 m.p.h. (maker's maximum, 40 m.p.h.).

Fuel Consumption :

Approx. 28 m.p.g.

Using the Lanchester for nearly a four-figure mileage and driving it as though it were a sports car, we experienced no trouble of any sort, save that the choke control became disconnected. This was no embarrassment, as after a night in the open the engine started very easily and was quickly into its stride. No water and only a quart of oil was required, and fuel consumption came out at approx. 28 m.p.g. for the entire, certainly exacting, test. Incidentally, in spite of the fluid flywheel it is perfectly possible to tow another car, should such an occasion arise.

When we took the Lanchester to our usual test course it was dry, but a considerable wind was blowing. The self-change gearbox rather punishes the rear axle if " racing " get-aways are the order of the day and, although we found that 50 m.p.h. could be reached from a standstill in 19.2 sec., this was somewhat hard on the car and more gentle gear-changing was indulged in when making the runs from which the mean acceleration figures in the table were arrived at. Similarly, the makers suggest changing into top gear at 35 m.p.h. if the best acceleration is to be obtained, but we found it necessary to exceed 40 m.p.h. in order to get good figures. Again, the maker's recommended maxima in the gears are 12 m.p.h. in 1st, 25 m.p.h. in 2nd and 40 m.p.h. in 3rd gear, but we found it possible to exceed these figures somewhat before valve-bounce came in, and would put the reasonable maximum in 3rd gear 47 m.p.h. A very pleasing discovery was that the speedometer was somewhat *slow* at 30 m.p.h. and again at 50 m.p.h., only being fast after 60 m.p.h. was reached. On the road it indicated 70 m.p.h. more than once and sat at 62 m.p.h. for many miles on end, which is a genuine cruising velocity of a mile-a-minute.

The best accelerative ¼-mile (½-mile to get up speed) came out at 61.6 m.p.h., and the fastest standing ¼-mile at 25 sec., while the best time for the 0-50 m.p.h. test, driving not too brutally, was 20.5 sec. The engine remained happy throughout, nor did the temperature go up, but clearly " Pool " petrol is not to the liking of this push-rod o.h.v. unit, and at all times it distinctly objected to being switched off and thumped away merrily on its own igniting arrangements.

Summing up, the latest version of the well-tried Lanchester Ten offers fast travel in extreme comfort and with a pleasing sense of refinement, and at all times and in all ways, save when one pays the petrol bill or measures the exterior, suggests that here is at least a sixteen horsepower car. Full details will be supplied on request by the Lanchester Motor Co., Ltd., Coventry, and the price, inclusive of purchase tax, is £927 2s. 9d.

W. B.

STOP PRESS

Regulations for the Brighton Speed Trials, to be run off on Monday, September 1st, are now available from N. R. Wilkinson, 233, Preston Road, Brighton. Entries close July 31st.

* * *

"MOTOR SPORT" BROOKLANDS FUND

The MOTOR SPORT Fund to commemorate Brooklands Track stood as follows on June 20th :—

	£	s.	d.
Brought forward	18	0	6
L.A.C. H. Bolden (S. Rhodesia)		10	0
	£18	10	6

A very fine painting by Bagley of the Birkin single-seater Bentley at speed on the banking has been sent to us by the artist, who requests that it should be sold to the highest bidder and the proceeds paid into the Fund. A meeting of the Fund Committee will be called shortly and the Fund Trustees appointed. The Fund remains open to anyone who feels that Mr. Locke-King's memory should be perpetuated and all donations are welcome.

★ VETERAN TYPES XXX

A 1914 BÉBÉ PEUGEOT

We are very glad to be able to continue this popular series with a contribution from E. K. H. KARSLAKE, who originated these articles.—ED.

COUNT STANISLAS BOGUSLAS LESZCZYNSKI (if the printer can manage that one) having, to his own and practically everybody else's extreme astonishment, been elevated to the throne of Poland, and having, to practically nobody's astonishment at all, been rapidly dethroned again, found himself, owing to his foresight in having married his daughter in the meantime to King Louis XV of France, relegated to the status of Duke of Lorraine, in which situation he was burdened with few political cares and blessed with a comfortable income. A part of the latter he expended on the most worthy objects—his beautiful buildings at Nancy remain to this day as his enduring monument—but a part of it he frittered upon such frivolities as the collection of dwarfs.

The real name of the first of them, who came from the Ardennes, was Nicolas Ferry, and he was 33 inches high; Stanislas called him "Bébé." But when his reign as dwarf to the Court of Lorraine had lasted unchallenged for some 11 years, there arrived one day from Poland a young gentleman of 22, named Joseph Boruslawski, whose stature attained only 28 inches. Stanislas was delighted, appointed him also to be a court dwarf, and called him "Joujou." Whereupon poor "Bébé" died of a broken heart.

All of which may or may not be found of interest by my readers, but would seem to have singularly little to do with veteran motor cars. However, the dénouement approaches. When one day about two hundred years after Nicolas Ferry's arrival at Lunéville, a friend of mine informed me that he knew of a Bébé Peugeot which he believed to be for sale, my mind rather naturally flew to the original Bébé Peugeot, which appeared in 1901 and which, with its vertical 5-h.p. single cylinder represented the first break-away of the house of Peugeot from the horizontal engine. Quickly I turned up a contemporary description of it. "The motor is a 5-h.p. vertical engine," I read, "and can be accelerated to give 6½ h.p. The approximate weight of the car is 7 cwt. Ignition, high-tension system with sparkling (*sic*) plugs, and induction coil with tremblers. . . .Some 3½ gallons of water are carried, which is sufficient to do about 300 miles without replenishing . . . The foot brake acts upon the differential, and the lever brake upon the hubs on the driving wheels, holding as well backwards as forwards . . . The machine is absolutely weather-proof, covered in red leather, and carries two passengers."

Well as to its being "absolutely weatherproof," the operative word in this context is obviously the "machine," because it is clear from the accompanying illustration that it was innocent of windscreen, sides or hood, and as far as the two passengers were concerned, certainly wasn't weatherproof at all. However, it *was* covered in red leather, which is more than you would get nowadays, and I suppose you can't have everything.

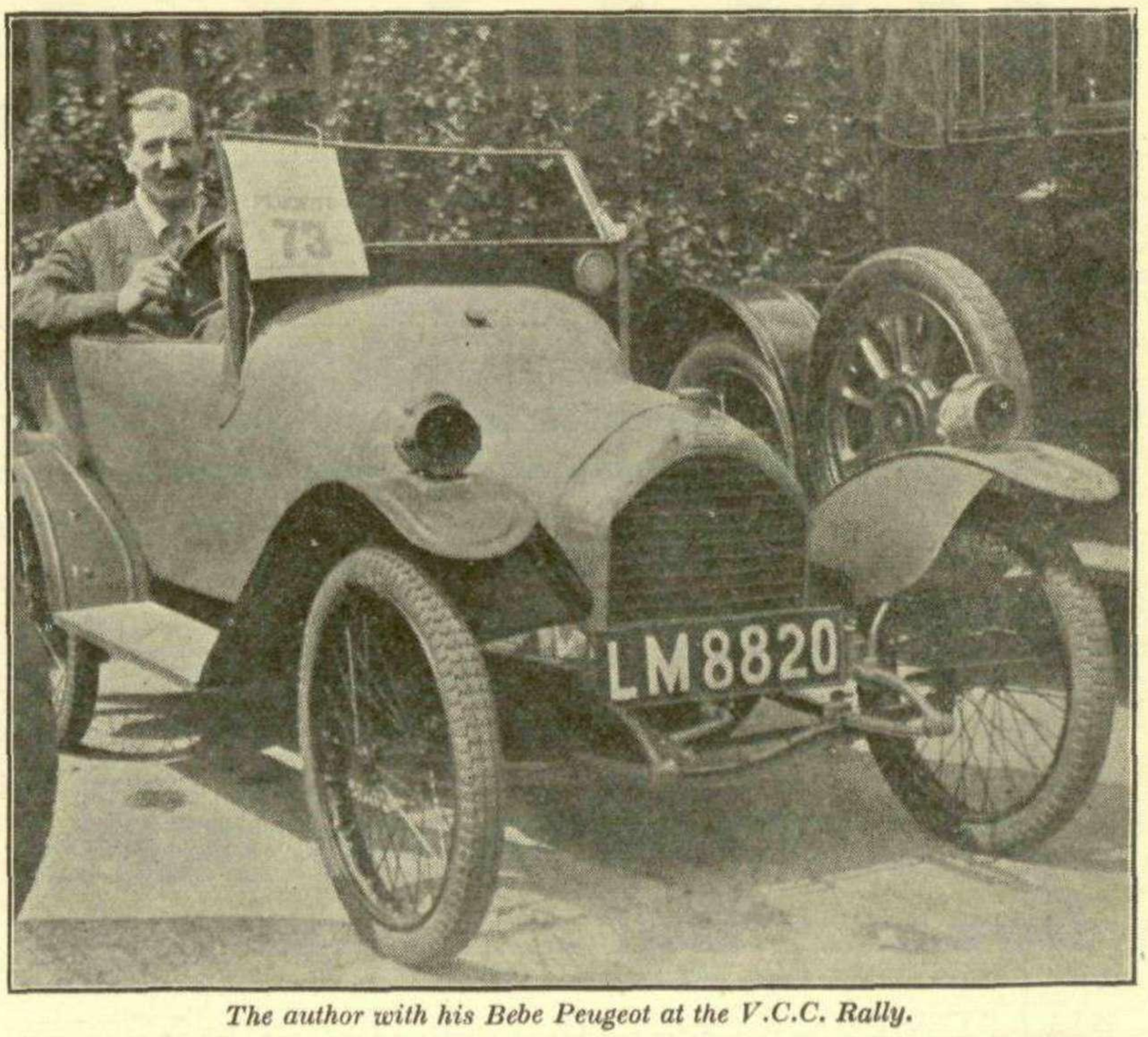
In any case, as far as the Bébé Peugeot of 1901 is concerned, I was not being offered the chance of having anything at all; for closer enquiry revealed that the car to which my friend was referring was of a type which first saw the light of day about eleven years later. In fact it was not really Bébé at all, but Joujou.

When this second "Baby Peugeot" was introduced in 1912, our contemporary *The Autocar* felt constrained to refer to it as "the new Baby Peugeot." "The forerunners of this car," it remarked in October, "were the Baby Peugeots of 1901 and subsequent years, many of the earlier types of which are still on the road." It was no more than was due to the old single-cylinder that this should be made clear; there may even have been a thought at the back of the writer's mind that, in 11 years from 1912, it wasn't very likely that there would be many of the new-fangled 4-cylinders still going. And in three times that number of years, well . . . . !

As a matter of fact the "new" Baby Peugeot was not as new as all that. Some time before it made its appearance, its design had been conceived in the fertile brain of none other than Ettore Bugatti. Its prototype had even been built—in the guise of the Baby Bugatti. The directors of the great house of Peugeot had seen this remarkable creation and had been conquered; forthwith they had bought the rights to the design. Having done so, however, they apparently became a trifle bashful. It really was *such* a curiosity—what *would* the motoring world say to it? Diffidently, they decided that Bébé—or rather Joujou—should be first shown to the public in the provinces—and at an exhibition of agricultural machinery!

But of course their fears were completely groundless; the new Bébé Peugeot caught on at once, and became, I suppose, a great deal more famous than ever the old one had been. After all, a "single" of 94 by 94-mm. bore and stroke was nothing very remarkable in 1901; in 1912 a 4-cylinder engine with dimensions of 55 by 90 mm. and a capacity of only 856 c.c. undoubtedly was. It created the same sort of impression as did the Austin Seven when it made its appearance a decade later.

Since a bore of 55 mm. did not otherwise permit of very large valves, Ettore decided on a T-head—always an endearing feature where the present writer is concerned. Otherwise the engine was a fairly conventional reproduction in miniature of larger 4-cylinder power units, although its neat monobloc casting has a decidedly Bugatti air. Even more Bugatti was the provision of reversed ¼-elliptic springs at the rear, a feature which in 1912 caused an unusual degree of interest, seeing that the products of



The author with his Bebe Peugeot at the V.C.C. Rally.

ALLARD MAKES F.T.D. AT PRESCOTT

On Sunday, 11th May, Mr. Sydney Allard, driving the special single-seater Allard sprint car, made fastest time of the day, fastest time by an unsupercharged car and a new unsupercharged car record. He also won the unlimited racing car class. This success, following on the many other Allard wins, confirms once more, because the Allard is designed by experienced and successful competition enthusiasts, it is the best car to buy for sporting events and high-speed touring. No other car in the world combines to the same degree the Allard's vivid acceleration, superb roadholding, powerful braking, modern appearance, unfailing reliability with world-wide service for its Ford engine and gearbox.

ALLARD MOTOR CO., LTD., 24-28, High Street, Clapham, London, S.W.4. *Macaulay* 2431

Molsheim were not then so well known as they became in later years. It was upon the transmission, however, that *le patron* really expended his ingenuity. Like Georges Sizaire before him, he decided that it was time for somebody to break away from the tradition of Levassor's " brutal but it works " change-speed gear—I have, in fact, been accused of a special penchant for such departures, but that is by the way. Bugatti's solution in any case was quite different from Sizaire's. With an 850-c.c. engine, he apparently decided that two speeds were quite enough; and in order to provide them he devised two concentric propeller shafts, one solid and the other tubular, both of them in constant mesh with their own bevels in the back axle. On the forward end was a sliding sleeve, equipped with internal and external dogs, one or other of which could be engaged with dogs on the clutch-shaft, whereupon either the solid propeller shaft drove and the tubular one ran idle or vice versa. I suspect that in the original design no reverse at all was provided—after all, Bébé, or rather Joujou, was so light that you could always wheel it backwards. By the time, at any rate, that it became a Peugeot, however, those responsible for it had retreated from this position and, rather reluctantly, one feels, an intermediate pinion had been provided in the back axle, which could be brought into use by means of—a Bowden wire!

As a matter of fact, M. Bugatti's estimate of the power range of his engine, which admitted to 6 h.p., proved a trifle optimistic, and after it had been in production for a couple of years as a Peugeot, it was decided to provide it with a third forward speed. Accordingly, the front end of the propeller shaft grew a gearbox in the shape of a bulge on one side of it, a sliding pinion to give the necessary reduction for a lower first speed was encased in it, as well as a reverse gear, and a second selector-rod took the place of the original Bowden wire. For the second time in its career, the house of Peugeot had bowed to the inevitability of the Levassor principle. All this had happened before the car that I was seeking had been built; it was, in fact, a very up-to-date Bébé Peugeot indeed.

It was late summer when I first saw Joujou, and it was not much later in the summer when, completely captivated, I had succeeded in becoming his proud possessor. Duke Stanislas of Lorraine had nothing on me now; my dwarf was minute! Admittedly, he had a sheared magneto drive, but that seemed unlikely to prove incapable of fairly easy repair. Of much greater moment, his tyres clung around his little wire wheels wrinkled with all the cares of extreme old age. And the size of them was 550 by 65.

For the rest of that summer we vainly searched for replacements. Tyre manufacturers up and down the country were sympathetic but regretted that they were too busy making 550 by 16, or some such uncouth sized covers, to press me a set of 550 by 65. Most of the acknowledged experts in old tyres confessed that they had never even heard of the size. At last, as summer gave way to autumn, we reluctantly decided that there was nothing for it but to rebuild the wheels.

Autumn gave way to normal winter, normal winter gave way to unprintably abnormal winter, anyone I tried to talk to about the spokes for my wheels could only talk to me about the spokes that Mr. Shinwell was putting in their wheels, winter reluctantly gave way to spring and my spokes got lost on the railway, spring began to merge into early summer and the spokes were found again—and found to be too long. The Veteran Car Club announced a rally and hill-climb for May 17th and my six months' patience gave way to its unbounded opposite.

And then suddenly the whole scene changed in the twinkling of an eye. The magician in charge of Joujou having at last been provided with the necessary ingredients of a magic wand, waved it with remarkable success and a few days at the beginning of May sufficed to accomplish what we had been waiting for in vain for months.

Joujou, with tyres duly fitted and magneto securely coupled up, was accommodated at certain premises on the North Circular Road which are not unknown, I understand, to a number of persons who are in the habit of taking their motor cars there in search of those elusive hundred revs. which will enable them to clip that all important fifth of a second off the existing record for Shelsley Walsh or Prescott. I found him, when I got there, surrounded by Type This and That Bugattis (his younger brothers), by Grand Prix Sunbeams and racing Maseratis. He was literally tiny. By comparison with all around him, he looked rather like a " Blue Bug." stood against a 1912 Grand Prix Fiat. He who was in charge of the tuning of the somewhat potent motors all around, however, was regarding my piece of agricultural machinery with something apparently akin to awe. " I have now done what you asked me to do," he said, " and unless you have any other views, I don't propose to do any more. With cars like this, once you begin, you never know where you'll end." I agreed hastily that the first thing to do was to see whether it would work.

As a start, we decided to drain and refill the sump. Now, unfortunately, I had, during those long months of waiting, had one piece of what I thought at the time was excellent good fortune. I am not unacquainted with a certain number of secondhand booksellers who are aware that I am interested in motoring literature and are kind enough to put on one side anything of the sort which chances to fall into their net. Passing one of these dangerous ports of call one day soon after the acquisition of Joujou, I looked in and was offered nothing other than an instruction book for a 1912 6-h.p. Peugeot. I paid the modest 2s. asked for it with less than no demur and bore it home triumphant.

With regard to the grade of oil which we ought to put in, the instruction book did not prove a very great help. " Only a very fluid mineral oil of good quality should be used," it remarked airily. And with regard to the quantity, it was a positive handicap. " Two taps," it remarked, "will be found on the side of the crankcase. Open the lower of these, and if oil flows out the quantity in the crankcase is sufficient. Then open the other and if oil flows out here also the quantity is excessive. The capacity of the engine is about ½ gallon."

This seemed rather surprising as the sump did not look very big, but I opened the top tap (I should have done better to open the bottom one) and we started to pour. The filler was very small and the oil, though reasonably fluid, went in very slowly, and after Joujou had sunk his first pint we were beginning to wonder however long this business was going to take when we suddenly noticed that oil was coming out of the top tap. The quantity inserted, alas! was already excessive! We then realised that the " capacity of the engine " referred to in the instruction book meant the combined capacity of the sump and the auxiliary tank on the scuttle, whence the former is replenished by way of two drip-feeds. However, we added a gallon of petrol, flooded the carburetter and, trembling with excitement, I twiddled the starting handle.

The engine started on about the second turn and, the throttle being set rather wide open, proceeded to run at a brisk speed. From the back of Joujou there poured a dense cloud of stifling blue-black smoke, and in a few seconds visibility in that elegant tuning shop was reduced to about three inches. At this point we became aware that there was no earth wire on the magneto, and consequently no very speedy method of dispatching this monster that I had thus light-heartedly let loose. Ignominiously Joujou was pushed out into the open to belch rudely at the passing traffic on the road.

However, we managed to get the surplus oil to drain out of the crankcase, Joujou was put through his paces on all forward speeds and reverse, and on the evening before the Rally I took him along to the pumps to take on some more petrol. The interested owner of a box-on-wheels who was similarly engaged thereupon entered into conversation.

" How old would that one be then?"

" 1914."

" How fast does it go?"

" I'm afraid I don't know; I've only driven it about a quarter of a mile."

" What's it do to the gallon?"

" I'm afraid I don't know that either, but it hasn't used a gallon yet."

" Oh! Quite a novelty."

I forebore to suggest his trying a similar ending to a conversation with one of the more snooty assistants in some particularly expensive antique furniture shop.

Contrary to every precedent, the morning of the Rally dawned bright and clear, Joujou started like an angel, and at a quarter to nine we were bowling along the North Circular Road, bound for the Hog's Back Hotel. One member of the party having been delayed, the particularly business-like Aston-Martin which was to have accompanied us had to be left behind to wait for him. But Joujou was going like a bird and we felt that a tender would have been quite unnecessary anyhow. Admittedly, one noticed that there were hills in places where you never knew there was a hill before, but that just provided a little pleasant exercise in gear-changing. I

soon began to think that perhaps there *was something in the theory about my* penchant for unconventional boxes, or rather, lack of boxes, after all. Certainly I found playing with these dogs extremely attractive, although the motions required are somewhat curious. First is towards you and back, with reverse forward on the same selector; but in order to reach second, you have to go through the gate and back again (of course Bugatti always was addicted to pushing the lever forward for top). This change from first to second, however, did not prove difficult, once one had mastered the fact that, in order to make any change at all, you have to push down a knob on the top of the lever which feels as if it ought to be a reverse stop, and has steeled oneself to *go so far forward in search of the gate* that you are convinced you *must* hit reverse. As to the change from second to top, it is only excelled by that from top to second.

Staines was reached and still no sign of the Aston-Martin. However, so far we were well up to time, and at this point we remembered that for the purposes of the hill-climb which was to succeed the Rally, all competing cars had to bring with them a certificate of their weight. We therefore repaired to the gasworks, and put Joujou on the weighbridge, much to the disgust of the good people of Staines, who had come to fetch their week-end coke and found that no one would attend to them because they were much too interested in looking at Joujou. He turned the scales, so it proved, at 8 cwt. 2 qrs. and 14 lbs. The man in charge gave me a certificate to say so, and requested me to go and pay 6d. at the office. Arrived there, I was asked for 1s., meekly paid it and was walking back when I was overtaken by the man from the office, flourishing a sixpence. He had just caught sight of Joujou, and he had charged me for *something weighing 8 tons!*

We passed through Chertsey and Woking; owing to my inefficiency we went through Guildford as well, instead of taking the by-pass, and slowly but surely we climbed the long hill to the Hog's Back. Arrived at the top, Joujou seemed to be going better than ever, and as we bowled along at about 40 m.p.h. on a slight downgrade, it felt as if we were doing eighty. At a quarter past eleven we triumphantly clocked in at the Rally point. At the other end of the line of cars, looking slightly disdainful, stood a *real* Bébé Peugeot, vintage 1902. Five minutes later the Aston-Martin turned up.

We were, of course, feeling pretty pleased with ourselves; we were suffering *from the sort of pride that goes before a* fall. After lunch the cars had to go in procession to Charterhouse School, and to this Joujou objected strongly. It had turned into a blazing hot day, the traffic on the Surrey roads continually held up the procession, and the water pump, *which had been leaking moderately during* the morning, decided now to leak most immoderately. Joujou was getting hot and bothered; a valve cap where there had earlier on been a slight compression leak, blew its gasket altogether. Joujou developed the speed of a snail and nothing like the requisite power to remove the skin from the proverbial rice pudding. We reached Charterhouse and descended the test hill, very slowly, in accordance with instructions. When we got to the bottom Joujou had oiled all his plugs.

We set about remedying matters as best we could. We cleaned the plugs—even fitted two spares to the worst offending cylinders. We filled up with water and we tried to tighten the leaking valve cap. By the time our turn for the climb came, Joujou had been restored to life, at least as a 3-cylinder. As such, however, our progress up the hill was not *rapid; three times the luckless and heroic* passenger was constrained, on a very hot afternoon, to dismount and take advantage of the permission accorded to him by the rules to render "light manual assistance." However, we reached the top eventually and our misfortunes at least gave us an opportunity to appreciate the good manners of our hosts: instead of jeering, they clapped!

I perceive, Joujou, that before you can also be relied upon to be such a perfect little gentleman, we shall have to have some long quiet hours together. But this much at least I know, that they will not be hours misspent. After that 50-mile run to the Hog's Back, I have learnt what you can be if you try. And if you do *succeed in overcoming your distemper,* you shall have a lovely new coat of sky-blue paint, instead of the dirty elephant grey which some previous owner thought suitable for you, and I will polish your brass radiator until you are the cynosure of every eye.

ALFA-ROMEOS DOMINATE THE SWISS G.P.

Jean Pierre Wimille wins at 96.18 m.p.h. from Varzi and Trossi. Sommer's Maserati follows them home.

The story of this year's Swiss Grand Prix, run over the 4½-mile circuit in the forest of Bremgarten, is soon told. Two heats were run off before the final. In the first Varzi's 1½-litre Alfa-Romeo, a Type 158 with two-stage supercharging, won at 85.8 m.p.h. from Trossi of the same team, Raymond Mays bringing his D-type E.R.A., for which Harrison had loaned a *cylinder head, 3rd ahead of a string of* Maseratis.

The Alfa-Romeos got far ahead of the field and, in heavy rain, more or less toured in. Varzi did fastest lap in practice, in 2 m. 42.9 s., and Trossi pulled out a circuit in 3 m. 2.3 s., during the race. "Bira" retired with back axle trouble in his new 16-valve Maserati and Watson had the fuel tank split (as he feared) in the newly-bodied 1½-litre (ex- 2-litre) Cowell Alta. While doing a lap of honour Varzi most unfortunately killed a boy who ran out on the course.

Heat Two saw Wimille win easily at 94.5 m.p.h. from Sanesi, who was fourth member of the Alfa team. The divers Maseratis and Delage and Rosier's Talbot *followed the winner in, but it was* Sommer's 16-valve Maserati which made fastest lap of the day, in 2 m. 46.6 s., equal to 97¾ m.p.h. Leslie Johnson, in his Darracq, which was in Jersey trim, had a brake lock on and slid on to the grass, killing two spectators who had no right to be there, having defied the police. It is a thousand pities this happened to Johnson who, a decent chap, retired at once. The Final saw Wimille a comfortable victor, at 96.18 m.p.h., Varzi finishing 44.7 s. behind him, with Trossi 3rd—Alfas 1, 2, 3. Wimille did one lap at 98.06 m.p.h. (2 m. 47 s.) and averaged 96.18 m.p.h. The crowd, alas, pressed *closer than before.* Sommer's Maserati was 4th, Sanesi's Alfa-Romeo 5th, Villoresi's Maserati 6th, Pagani's Maserati 7th, "Bira's" Maserati 8th. The only Englishman to get home was Ansell (Maserati) who came in 11th. Before the big race two sports car races were contested, Bergas' *Alfa-Romeo winning the* big-car race, Heeb's M.G. the up-to-1½-litre event. The Alfas in the big race were much as last year, but with smaller air-intake, bigger rear blower and somewhat modified transmission and rear suspension.

Results:

1ST: Wimille (Alfa-Romeo), 1 h. 25 m. 9.1 sec., 96.18 m.p.h.
2ND: Varzi (Alfa-Romeo), 1 h. 25 m. 53.8 sec.
3RD: Trossi (Alfa-Romeo), 1 h. 27 m. 27.5 sec.

* * *

ROSE UNBLOWN F.W.D. CAR WINS AT INDIANAPOLIS

Average speed 116.338 m.p.h. One fatal accident.

Before a crowd estimated as 125,000 Mauri Rose won the second fastest Indianapolis 500-Mile Race yet run, at 116.338 m.p.h. Had accidents not slowed the cars down at times, he would probably have beaten the 117.2 m.p.h. average made by Roberts' Miller in 1938. [The fastest British "500" was won at 121.28 m.p.h. in 1935.—ED.] Rose drove a 4½-litre, 4-cylinder, unsupercharged, F.W.D. Blue Crown Special and a similar car, driven by Bill Holland, was 2nd, at 116.097 m.p.h. These cars were designed by Lou Moore, *of Ventura, and easily* beat Ted Horn's Maserati, disguised as a Bennett-Special. Rose netted $23,500 prize money, Holland $24,200 by reason of leading for much of the race.

Unfortunately, there was some confusion at the end of the race, when Holland, who was leading, was flagged down and let Rose through to win, the sign being displayed by the Blue Crown pit and intended for both drivers. The *1½-litre Mercédès-Benz went out with* piston trouble. Even more unfortunate, at one point Holland skidded into the in-field and to avoid him Cantlon swerved and was fatally injured by his steering wheel when his car hit the retaining wall. Of the 16 retirements one *was due to a broken front axle,* five due to accidents, one to a broken fuel line, one with transmission trouble, one to a broken timing gear, one by oil pressure loss, two by magneto failure, two by transmission failure and one by a broken piston. The finishing order was:

	m.p.h.
Mauri Rose, Blue Crown Special	116,338
Bill Holland, Blue Crown Special ...	116.097
Ted Horn, Bennett Special	114.799
Cliff Bergere, Novi Governor Special ...	113.404
Jimmy Jackson, Jim Hussey Special ...	112.834
Rex Mays, Bowes Seal Fast Special ...	111,056
Walt Brown, Permafuse Special	101,744
Cy Marshall, Tattersfield Special ...	*†99.212
Fred Agabashian, Ross Page Special ...	*†99.614
Duke Dinsmore, Schoof Special	*84.616
Les Anderson, Kennedy Tank Special ...	*No time
Pete Romcevich, Camco Ford Special ...	*No time

* Flagged off.
† Marshall went 196 laps, Agabashian 191.

About the Amilcar

[In its day the Amilcar was one of the most popular of the many small French sports cars which sold readily on the British market. Quite a few people still own or crave them, so we asked Patrick Green, who owns two of the four-cylinder cars, to tell us what he has discovered about them. In the informative article which follows Green deals not only with the different versions of the four-cylinder car, but also with the famous Six, which was virtually a racing-car, and with the Straight-Eight, which was the last product of the old Amilcar concern. He also gives some useful servicing data applicable to the "Petit Sport," "Grand Sport" and "Surbaisse" models. —Ed.]

DURING the mid and late 1920s, before the advent of M.G. Midgets, Singer Nines and such, it was largely the French Salmson and Amilcar which held the market for small-powered sports cars in this country, by virtue of their great sporting activities and successes coupled with the fact that few English manufacturers at that time were producing sports models of less than 12 h.p.

Certain it is that in the later days of the war and since the outbreak of peace there has arisen a very considerable interest in and demand for the small French sports cars of the 1925–1930 era. Predominant are the four-cylinder Salmson and Amilcar models. Other small French sports cars, such as the B.N.C., Rally, Senechal, and Vernon-Derby were imported into this country during that period, but their numbers were small and so today only Salmson and Amilcar exist in appreciable numbers in serviceable condition. These two names seem inseparably linked largely due to the fact that they were the main contestants in the 1,100-c.c. class of the racing classics of their day and the spoils were pretty evenly shared. While differing very considerably in actual design, they are both typical of the small high performance sports car of a period that is already half-forgotten and never likely to return. They depend on simple, straightforward design, lightweight construction and high gear-ratios to produce a surprising standard of performance; but providing a lack of comfort, weather protection and general detail finish which few present-day motorists will tolerate. These small French sports cars, even when new, were noisy and dirty by modern standards, and whilst their roadholding and steering were outstandingly good they required a certain degree of driving skill, their suspension was rather hard and harsh, and the brakes, in some examples at least, could hardly be said to be more than adequate. However, in their day and in their way, they were admirable little cars which portray in many respects the attributes so beloved by all vintage enthusiasts.

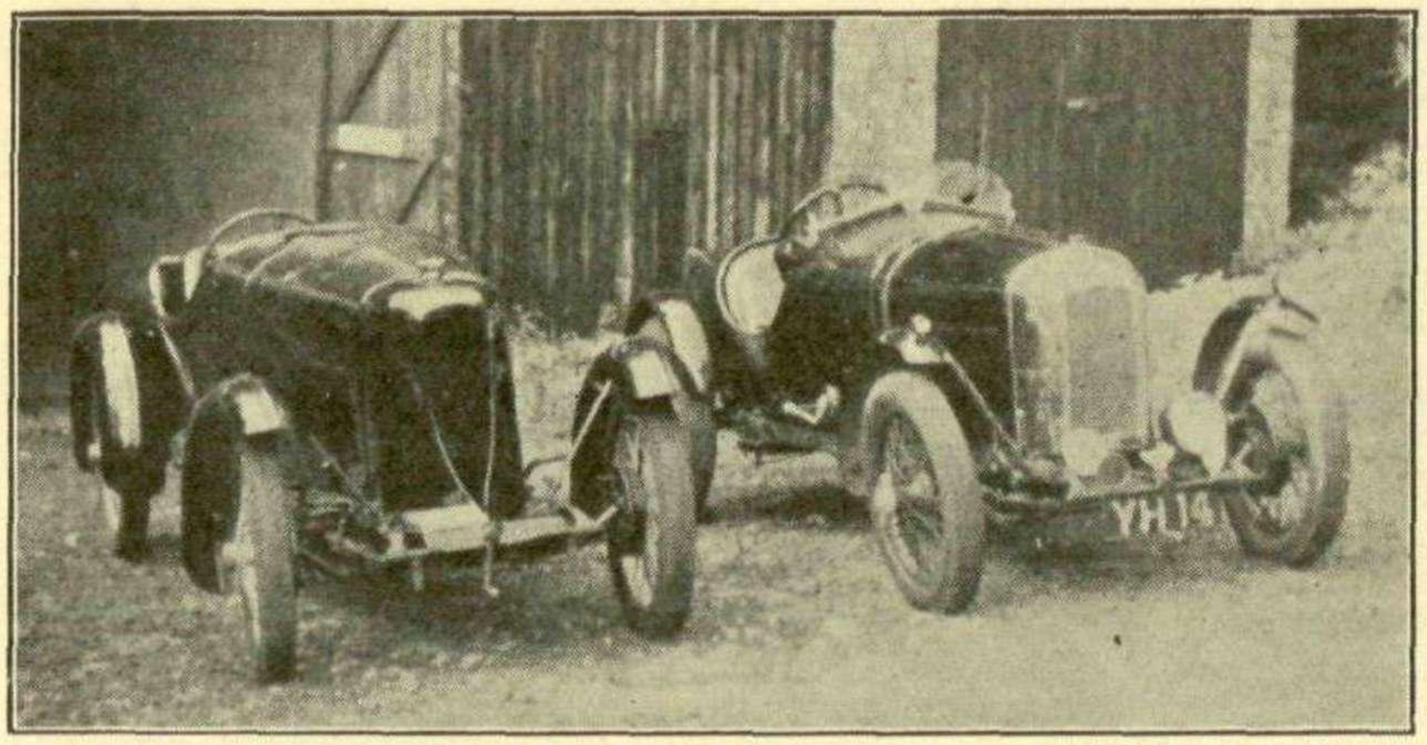
The Salmson models have already received fair attention in the motoring press, but the Amilcar seems to have been somewhat neglected, despite the number still on the road or in course of being rebuilt at the hands of enthusiasts up and down the country. So perhaps the following notes may be of interest and help to those who own or crave them.

The Amilcar, like the Salmson, was obviously a direct descendant of the popular cyclecar of the immediate post-World War I period—howbeit the French seemed less fond of the two-cylinder engine than contemporary English manufacturers? The first Amilcar was listed in 1922 as a 4-cylinder side-valve job of 55 by 95 mm., rated at 7.5 h.p. This was the early version of the "Petit Sport" (Type C.4) and had splash lubrication, the oil in the base of the crankcase being drawn up by the action of the flywheel into one of the engine lugs, whence it descended through a pipe to metal oil baths into which dippers on the connecting rods plunged. The clutch was a metal-plate affair, as on most Amilcar models, and along with the unit gearbox received its lubrication from the engine oil. The three-speed gearbox drove to a sold rear axle providing a top-gear ratio of 4.28 to 1. It is believed that some of these cars were, however, fitted with full-differential axles. The wheelbase of this model was 7 ft. 8 in. and the centre-lock wire wheels carried 700 by 80 mm. beaded edge tyres. At this stage cyclecar practice was still evident in the chassis, to the extent of ¼-elliptic springs front and rear, and lack of front wheel brakes. It is interesting to note that in those far-off days the cost of the chassis alone was £250, while the price of the complete car was only £280! Is it little wonder that the bodies were rather sketchy affairs, with little weather equipment and the minimum of details?

This model appears to have carried the name of Amilcar alone for three years, until 1924, when an alternative model of similar design but of 58-mm. bore was introduced. This enlarged model lasted until 1926 and was the ultimate development of the "Petit Sport" type, and before its decease it had progressed to ½-elliptic front springs whilst still retaining ¼-elliptic rear suspension. Later models of this type, too, had a wheelbase of 8 ft. and front brakes. By 1926 this "Petit Sport" model (1,004 c.c.) was available as a complete car for £220. As a few are still in existence the following details may be of use to owners:

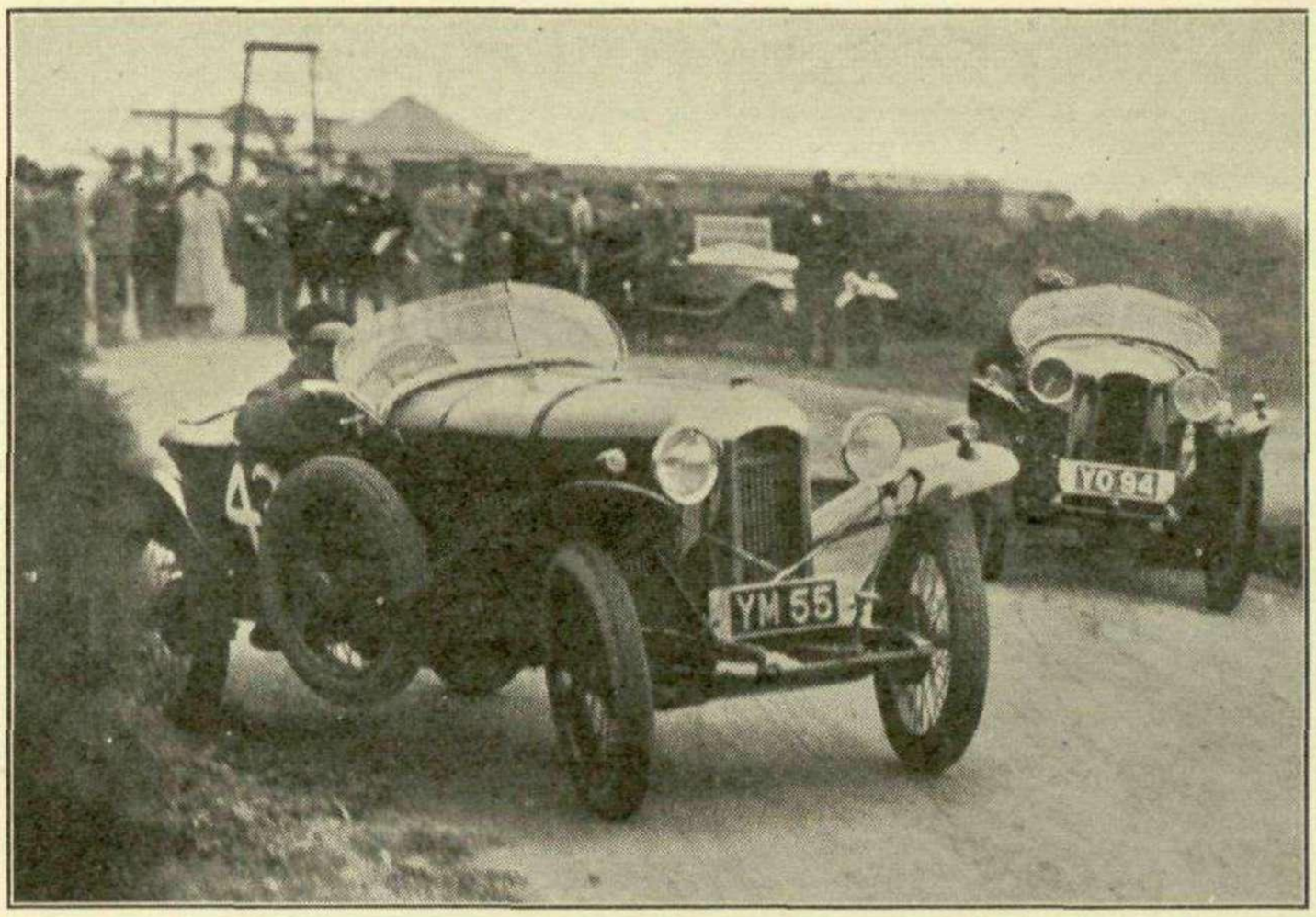
Engine oil capacity: 5½ pints.
Gearbox oil capacity: 1 pint.
Castrol XXL recommended for all-the-year-round use
Valve Timing—
  Inlet Valve opens at T.D.C.
  Inlet Valve closes 39 degrees A.B.D.C. (87 mm. on piston stroke).
  Exhaust Valve opens 48 degrees B.B.D.C. (82 mm. on piston stroke).
  Exhaust Valve closes 15 degrees A.T.D.C. (54 mm. on piston stroke).
Valve Adjustment—
  Inlet Valves: 0.15 mm.
  Exhaust Valves: 0.20 mm.
Ignition Timing—
  Maximum Advance: 5½ mm.
Carburetter Setting—
  Solex fitted as standard.
  Butterfly-throttle-type: Main jet: 95. Pilot jet: 40 or 45. Choke: 18.
  Barrel-throttle type: Main jet: 95. Pilot jet: 40 or 45. Choke: 17.
Tyre Pressures—
  High pressure tyres: 42½ lb./sq. in.
  Low pressure tyres: 25 to 28½ lb./sq. in.

In 1923 a larger model Amilcar had been announced—again a 4-cylinder, but of 65 by 112-mm. and rated at 10.4 R.A.C. h.p. This model appears to have followed the general lines of the "Petit Sport," but had, or was intended to have, a wheelbase of 9 ft. 8 in. This car, if actually produced, was never marketed in this country and it was not until 1925 that a larger Amilcar actually came on the English market. This car was of 67 by 112 mm., giving a capacity of 1,580 c.c. It was called the 12 h.p. with a treasury rating of 11.2 h.p. It had the metal plate clutch of the earlier model, but had a four-speed gearbox and full-differential axle with a ratio of 4.7 to 1. This chassis carried touring bodywork



[Photo by Patrick Green

The author's two Amilcars. Left: his 1926 "Grand Sport" with Eldridge cowl. Right: a "Surbaisse" with the later-type radiator cowl.



Vernon Balls in his "Petit Sport" Amilcar leads another of the breed in a J.C.C. High-Speed Trial. This was the event—nostalgic thought—which in those days embraced some of the roads within Brooklands Track.

and had a wheelbase of 9 ft. 6 in., with ½-elliptic suspension. The chassis price was £295, while an English-bodied two-seater cost £385 and a Weymann saloon £445—an indication of the cost and quality of English bodies over the French ones fitted on the super sports models! This model was carried on without major alterations until 1927, by which time, however, the wheelbase had been increased to 9 ft. 9 in.

Around 1925 was introduced the model which really set the seal on the popularity of the Amilcar as a small economical sports car in this country and the model which is mostly remembered amongst enthusiasts today. This was the "Grand Sport" (Type CGS) and it was a logical development of the earlier "Petit Sport" with which it was marketed concurrently for a year or so. The "Grand Sport" was again a 4-cylinder model, but of 60 by 95 mm., giving a capacity of 1,078 c.c., with an R.A.C. rating of 8.9 h.p. It was a straightforward side-valve unit, but had a fully pressure-fed, two-bearing crankshaft, and a conventional sump, as opposed to the "Petit Sport," in which a plain plate at the bottom of the crankcase formed the oil reservoir. It had a well-designed cylinder head of Ricardo pattern to which undoubtedly can be attributed the quite remarkable power output of 35 b.h.p. at 4,500 r.p.m. In passing, it may be mentioned that several publications, including some English-produced catalogues, have given a considerably higher figure for the output of the "Grand Sport" engine, but this is in error. The engine has the cylinder block and crankcase cast integral and the aluminium pistons have three rings each. The pressed steel connecting rods are of "H" section and the valves were fitted with double springs as standard, with rockers interposed between the valve stems and camshaft. The latter is driven by spiral gears at the front of the engine, these also serving to drive the dynamo, which is located on the front of the timing case. Another small gear, driven off the crankshaft, provides the drive for the magneto through a vernier coupling—the magneto being located on a platform immediately behind the radiator, quite low down. Carburation, as on most of these small French cars, is very simple and a single Solex carburetter feeds directly into the inlet ports on the near side of the cylinder block. This arrangement, while apparently quite crude, aided, no doubt, by the low weight of the car, results in a quite remarkable fuel economy—45 m.p.g. being obtainable even on present day "Pool." The sump is a well-finned aluminium casting and on the early "Grand Sport" models it held just under one gallon of oil. Later models known as the "Grand Sport Surbaisse" (Type CGSs) can be identified by a larger sump having a capacity of approximately 9 pints. The exhaust manifold—as on the "Petit Sport" engine—is located on the near side of the cylinder block, immediately above the induction inlets. Tappet adjustment is effected by removing the aluminium plate below the carburetter and adjusting the nuts on the bottom of the valve stems to give the correct clearance, after slackening off the lock-nuts.

The transmission follows normal Amilcar practice, through a metal-plate clutch running in oil. Clutch adjustment is effected on six spring-loaded bolts around the face of the flywheel and to reach these it is only necessary to remove the clutch cover-plate in the cockpit.

The three-speed gearbox is as on the "Petit Sport" cars and with the standard axle ratio of 4.5 to 1 provides a 2nd gear ratio of 7.25 to 1 and a bottom ratio of 12.8 to 1. A few cars are believed to have been fitted with ratios of 4.32, 7 and 12.4 to 1, while it is also possible to substitute the lower 4.9 to 1 axle ratio from the 9 h.p. touring chassis.

A flexible rubber coupling at the back of the gearbox takes the drive to an enclosed propeller shaft supported by four ball bearings. The rear axle on all "Grand Sport" types is semi-floating, with gleason spiral gears which are adjustable for mesh. No differential is fitted but there are independent shafts; the hubs are keyed on to these and breakage of this key appears more likely than failure of the half-shaft.

Front springs are ½-elliptic, outrigged at the side of the tapered chassis frame, while the rear ¼-elliptic springs are also outrigged on the extremities of the rear chassis member, which is located below the driving seat. Hartford shock-absorbers front and rear are a standard fitment. The wheelbase of the "Grand Sport" and "Surbaisse" models is 7 ft. 7¾ in. with a track of 3 ft. 7 in. Four-wheel brakes of Amilcar design are fitted and operate in quite narrow, ribbed drums. Early cars had drums of 8½-in. diameter, but cars from about mid-1926 onwards have drums of 10½-in. diameter. The front brakes are operated by rods passing through the king pins and the centrally-located hand brake and the foot brake both operate on all wheels (by rods, except in the case of "Surbaisse" models which have steel tapes instead of rods to operate the front brakes). Butterfly nuts on each rod or tape allow separate adjustment and a swivelling pivot is intended to, but seldom does, automatically compensate the front brakes.

The wheels, as on all Amilcars, are of the wire variety, fitted on the small 37-mm.-size splined hub of R.W. type, with single centre-lock nuts. Some of these had small eared caps, but most require the use of a "C" spanner. Early cars carried 710 by 90-mm. beaded-edge tyres, but later, well-base wheels carrying 4.00 by 19-in. tyres were standardised.

The steering is of the worm and sector type, with shims for taking up wear, and on all the "Grand Sport" models operates through a transverse drag link, although the touring models are fitted with the more conventional fore-and-aft drag link.

The original cars had the petrol tank mounted under the scuttle, but "Surbaisse" versions are distinguished by a fine cast-aluminium bulkhead with integral ledge, on which the 5-gallon tank is situated immediately above and behind the rear of the engine.

The majority of "Grand Sport" Amilcars, and certainly most of those still in service at the present time, were fitted with the traditional G.P. type of two-seater body with short pointed tail and staggered seats. These bodies were individually built and each one seems to vary in detail. Many of these were fully panelled in aluminium, and while this contributes to the low weight, those bodies built in steel have proved much more durable. The total weight of the "Surbaisse" two-seater, with "full" touring equipment, was under 11½ cwt.; quite an object lesson for many modern sports-car manufacturers. The performance figures for this model, given by the manufacturers, were: 30 m.p.h. in 1st gear, 50 m.p.h. in 2nd and 70 m.p.h. in top. Experience shows that these figures are obtainable on most well-preserved examples today, while reference to early MOTOR SPORT road-tests indicates that these figures were actually

exceeded by the type when new. Indeed, Vernon Balls' catalogue of the period quotes a guaranteed speed of 75 m.p.h. A three-seater body was also marketed on the same chassis and this was of similar outline but with a longer pointed tail—the third unfortunate occupant being housed in a small hole in the tail similar to that of the Type 40 Bugatti. Even this three-seater model weighed less than 12 cwt. and performance was very little below that of the two-seater. A number of English and other special bodies was also marketed on the "Grand Sport" chassis and also a typically-French fixed-head coupé with pointed tail and glorious flared wings. The "Grand Sport Surbaisse" chassis in 1926 cost £250, while the complete two-seater cost only £285 and the later-type three-seater, £335.

Two distinct types of radiator were fitted on these cars—either the genuine plated Amilcar cowl or the larger Eldridge-type cowl painted to match the bodywork of the car—it is also believed that cars supplied by Vernon Balls could be fitted to special order with a cowl of his own design.

Both Boon and Porter of Castelnau, and Vernon Balls of Fulham, specialised in Amilcars in their day and carried out various modifications from standard design to special order, and in particular Messrs. Boon and Porter marketed a push-rod o.h.v. conversion for the "Grand Sport" engine. From reports from owners of these o.h.v. engines I believe that they were quite successful and still further enhanced the performance.

Boon and Porter were concessionnaires for the Amilcar up to the end of 1927, and all cars supplied by them had a cast-aluminium plate on the bulkhead with their name and also their own car number—these numbers run up to about 950; as the B. & P. plate is easily removable this cannot be taken as a definite identification. From 1928 onwards the concession was held by Vernon Balls and cars imported by him are not identified.

Below is a summary of data relating to the "Grand Sport" and "Surbaisse" Amilcars:—

Engine Oil Capacity ("Grand Sport"): 1 gallon.
Engine Oil Capacity ("Surbaisse"): 9 pints.
Gearbox Oil Capacity (both): 1 pint.
Castrol XXL recommended for all-the-year-round use.
Oil Pressure: 1½ kilograms (22 lb./sq. in.) at 1,000 r.p.m.
Oil Pressure: 5 kilograms (71 lb./sq. in.) at peak r.p.m.
Valve Timing (early models)—
  Inlet Valve opens 6 degrees B.T.D.C. (16 mm. on piston stroke).
  Inlet Valve closes 50 degrees A.B.D.C. (80.8 mm. on piston stroke).
  Exhaust Valve opens 52 degrees B.B.D.C. (80 mm. on piston stroke).
  Exhaust Valve closes 12 degrees A.T.D.C. (1.75 mm. on piston stroke).
Valve Timing (late models)—
  Inlet Valve opens 5 degrees B.T.D.C. (7 mm. on piston stroke).
  Inlet Valve closes 55 degrees A.B.D.C. (77.4 mm. on piston stroke).
  Exhaust Valve opens 55 degrees B.B.D.C. (77.4 mm. on piston stroke).
  Exhaust Valve closes 12 degrees A.T.D.C. (2 mm. on piston stroke).
Valve Adjustment—
  Inlet Valves: 0.15 mm.
  Exhaust Valves: 0.20 mm.
Ignition Timing—
  Maximum Advance: 8 mm.
Carburetter Setting—
  Solex fitted as standard.
  Main jet: 110.
  Pilot jet: 45.
  Choke: 21.
Tyre Pressures—
  As for "Petit Sport."

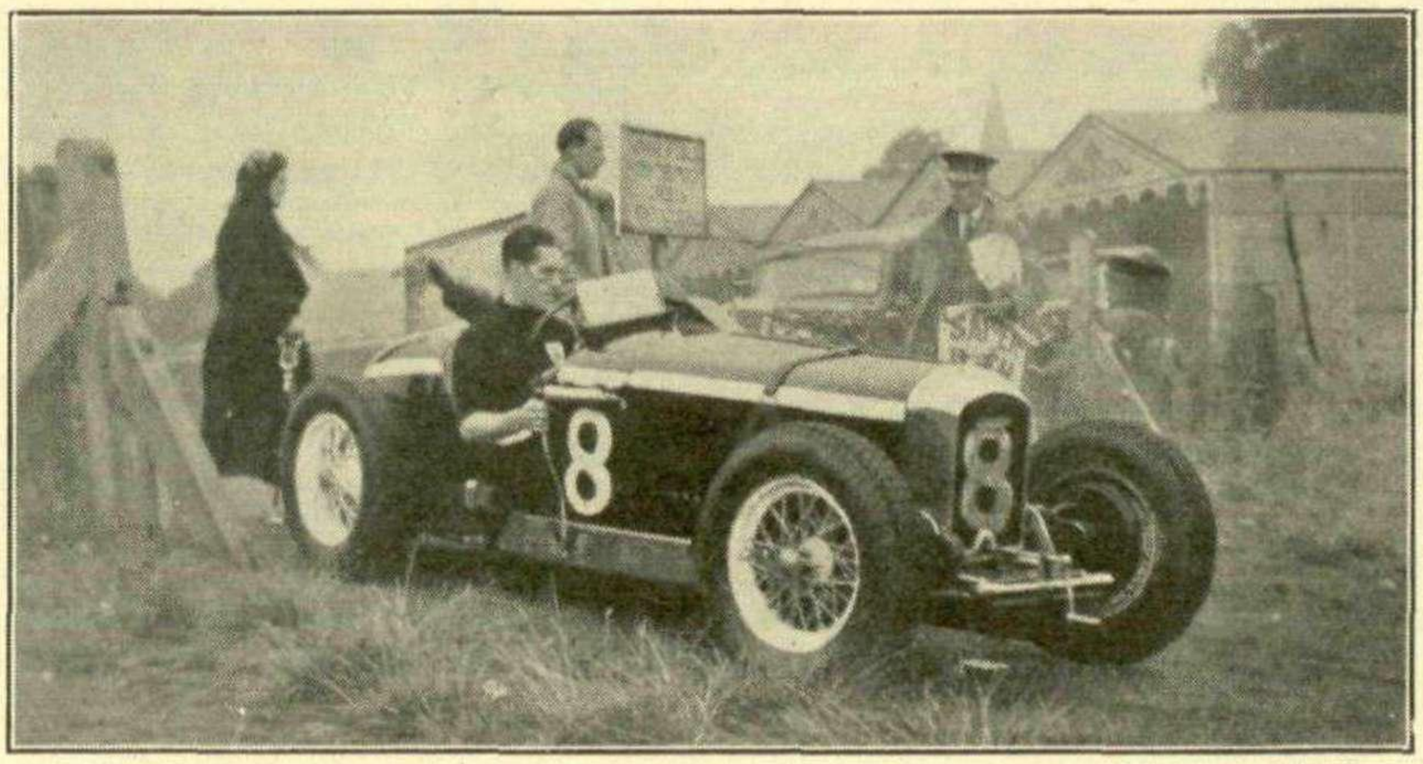
For the information of present owners of these cars it may be helpful to know that Messrs. Competition Cars, of Vine Grove, Blossom Way, Hillingdon, hold a large stock of spares for these old Amilcars and can give good service. Messrs. Rapidé Tune, of Twyford, Berks, also specialise in these cars.

At present I have two "Grand Sport" Amilcars, the oldest (Boon and Porter, No. 781) being an early 1926 model which appears to differ from catalogue in having the 8 ft. 0 in. wheelbase usually to be found on the "Petit Sport" model, although this is known to have been a genuine "Grand Sport" car and to have been fitted originally with a B. & P. o.h.v.-conversion engine and the three-seater pointed-tail body which now, unfortunately, has been cruelly "manxed." This car now has the standard s.v. engine (3CGS) with the small sump, small brakes, beaded-edge 710 by 90-mm. tyres and Eldridge-type cowl. This car was purchased in Birmingham during the war from one of its original owners, who was most enthusiastic about it in its hey-day. Despite 8 years of idleness (some out in the open) it started up quite easily late in 1945 and has proved quite lively on the road without even having the cylinder head lifted. During 1946 I retained this car for spares, but I hope to have it on the road again in the near future. As purchased, with heavy wings but with no spare wheel, hood, screen or seats it was transported home by rail and was found to scale *under* 10 cwt.!

Early in 1946 I fell very badly for a late and very genuine "Surbaisse" model at Competition Cars and ultimately raised enough cash to acquire it. This is one of the last imported into this country by Boon and Porter (B. & P. No. 931) and has the large sump and brakes with front operation by tapes. This car has the plated radiator cowl and well-base wheels, with a well-preserved Grand Prix-type pointed-tail "1½-seater" body in steel. It had been well maintained and appears a very representative example. It is a joy to drive, the roadholding and steering being excellent—a noticeable tendency for the rear to hop appreciably when cornering fast undoubtedly being due to the fact that I never found time to replace the rear shock absorbers, but this I am now doing. With oversize 5.00 by 19-in. rear tyres it is possible to cover large mileages quite rapidly without really extending the motor at all—in fact, 50 to 55 m.p.h. on the level only involves a round 2,300 r.p.m. I have never been able to obtain the maximum of 4,200 r.p.m. in top gear with these wheels, and, in fact, only once obtained as much as 4,100 r.p.m. in 2nd gear when using 4.00 by 19-in. wheels at West Court Speed Trials. It is possible to pull away from 1,000 r.p.m. in top gear, even when using the large wheels, and a quick change to 2nd produces quite satisfying acceleration—also due to a noisy 2nd gear on my particular car it serves to clear the roads quicker than any siren! I can only say that the "Surbaisse" Amilcar has given me all the satisfaction of a thoroughbred vintage sports car with the running costs of a small family saloon. These cars are not by any means free from snags and vices nor are they foolproof, but this is only to be expected with any car of such age and type.

Marketed concurrently with the "Grand Sport" model was a more touring edition known as the 9-h.p. sports model (Type G)—this had the same 1,074-c.c. s.v. engine, but in a bigger chassis of 8 ft. 6 in. wheelbase and 3 ft. 11 in. track, to accommodate 4-seater and saloon bodywork. The rear suspension was cantilever and a full differential with 4.9-to-1 axle ratio was fitted, but otherwise the layout was along the same lines as the "Grand Sport" model. In 1927 this model, in chassis form, cost £254 and as a four-seater tourer, £350, while a four-door saloon was priced at £360. This sports model continued to be available until 1930, although for 1928 the stroke was increased 10 mm. to 105 mm., giving a capacity of 1,187 c.c., and for the last two years of its production it was increased still further to 110 mm., the bore remaining at 60 mm., to give a capacity of 1,244 c.c.

Perhaps the greatest of all Amilcar models was the now immortal 6 cylinder racing model, which was available to



[*Photo by Patrick Green*

H. T. H. Clayton at the wheel of F. J. Monkhouse's Amilcar Six at the Crystal Palace before the war.

special order from 1926 to 1929, although it is believed that only about 7 or 8 of these cars at the most actually came into this country—certainly they are now extremely scarce and only few still exist. However, those that do are mostly in superb condition.

These cars are in the grand tradition of the true racing cars of the period and have a 6-cylinder roller-bearing engine of 56 by 74 mm. (1,094 c.c.) with twin o.h.c. and Roots-type blower. The chassis, whilst following the general lines of the "Grand Sport" model, with ½-elliptic springs at the front and ¼-elliptic at the rear, is lower and shorter, having a wheelbase of 6 ft. 2 in. and a track of 3 ft. 8 in. These racing models were fitted with the traditional short tail G.P.-type two-seater body and a low, plated radiator. In every way they were truly representative of the orthodox Grand Prix car *par excellence*, being miniature contemporaries of the G.P. Bugatti, Delage, etc. of the mid-1920s.

These racing Amilcars were very rapid and were extremely successful in their class for many years—their racing record would fill a separate article, but it suffices to say that they were a force to be reckoned with right up to 1939, when H. T. H. Clayton and F. J. Monkhouse were still operating a couple of truly immaculate examples. Since the war Monkhouse's car has been seen in action again in the hands of Finch. The fastest example of this car was Henken Widengren's specially streamlined single seater, which took the 1,100-c.c. Class Hour record at 115.54 m.p.h. as recently as 1933.

It is interesting to note that, while these cars are now generally regarded as out-and-out racing cars, they were, in fact, eligible for sports-car events of the period and actually ran, fully equipped, in the 1928 Tourist Trophy and other sports-car races.

By the end of 1929 the Amilcar company had more or less ceased to produce genuine sports cars and the only models to come into this country thereafter, and these in only small numbers, were straight-eights of the high-performance touring variety. The straight-eight Amilcar was originally announced for 1929, with a single o.h.c. engine of 60 by 75 mm. (1,695 c.c.) rated at 18 h.p. This car had ½-elliptic suspension all round and was claimed to exceed 75 m.p.h. with full saloon coachwork—no mean achievement for those days. However, the version of this model that was actually imported into this country from 1930 to 1933 was of 63 by 80 mm. (1,980 c.c.) and rated at 19.8 h.p. This model cost £425 in chassis form and £555 as a saloon for 1931. Whilst undoubtedly a very interesting car, it did not really carry on the sporting tradition of the Amilcar and it is doubtful whether any of these models survive in serviceable condition to-day.

When one considers that those Amilcars still in use are at least 18 years old and generally have passed through many (often not very kind) hands, it must be regarded as a great tribute to their sterling qualities that they are still so highly esteemed and sought after.

BOOK REVIEWS

[*In the past there have been comparatively few books on motoring, in comparison with the quantity published relating to other outstanding interests. Recently, however, quite a number of new motoring titles has appeared and it seems that very many more are due in the future. We incline to the view that there is room for all, or, at any rate, for most of these new books, but that many motoring enthusiasts will now begin to pick out those that interest them, whereas formerly they added* every *new title to their collection. Consequently, book reviews will have a new significance, and it is the intention of* Motor Sport *to continue to deal fairly and impartially with new motoring titles as they come to hand.*—Ed.]

"The Development of Road Motors—1898–1946," *by R. W. Kidner* (*The Oakwood Press, 7s. 6d.*).

This little paper-cover book, running to 138 pages with its index, is a pocket survey of the evolution of the motor-car. It is a companion volume to an earlier book covering the period 1769–1897 and it forms part of a series in "a short history of mechanical traction and travel." In trying to cover such a vast subject in so small a compass, Mr. Kidner can offer little more than a catalogue of the more outstanding cars of this span, although he ties this material together interestingly enough. Those who cannot obtain odd issues of old motoring journals will find this little work a pleasing reminder of many fine cars—and, for that matter, commercial vehicles are also covered. Cyclecars and steam vehicles are included as well, so obviously only a line or two can be devoted to each. The illustrations, apart from a few plates, take the form of 177 line drawings, mostly very good, although some have taken on rather a caricature aspect. The only error we spotted was that describing the Trojan as belt-driven, whereas it actually had a continuous-chain final drive. Kidner can hardly be said to have produced a comprehensive history, but as a refresher course, particularly for people with veteran and vintage leanings, his is a pleasing addition to the motoring bookshelf. The earlier work and this new book are obtainable from the publishers bound in cloth as one volume, price 14s. 5d., post free.

* * *

"Henry Ford—His Life, His Work, His Genius," *by William A. Simonds* (*Republished by Floyd Clymer*).

It is opportune that as we mourn Henry Ford, this comprehensive description of his life and achievements, written by one who was associated with Ford for over twenty years, should be made available through Floyd Clymer's reprint service. The book, nicely bound, now runs to 366 pages and contains a large number of illustrations. Clymer's generous offer to supply books to this country and await payment until the money can be made payable to him, still holds good.

* * *

"Rotary Valve Engines," *by M. C. Inman Hunter, M.I.Mech.E., M.I.A.E.* (*Hutchinsons, 21s.*)

It is refreshing, nowadays, to find such a comprehensive (214-page) book, beautifully produced, devoted to a specialist subject. Inman Hunter (who has, we believe, carried out his own research work on a rotary valve head fitted to a "10/23" Talbot engine) has gone very thoroughly indeed into his subject and his account is well written, with much interesting detail, and magnificently illustrated and indexed. He covers his field historically as well as technically, dealing with early gas-engines which had rotary valves, old patents covering this form of valve, and describing such rotary valve engines as the Itala, Darracq, Speedwell, etc. The various versions of Burt McCollum rotary-sleeve valve are also described. The early work of R. C. Cross, who commenced his researches in 1922, is included and later chapters deal fully with engines like the Cross, Aspin, Rotol, etc.

The author writes, as one would expect, as a keen rotary valve advocate, and freely compares the advantages of such engines with those valved otherwise. Naturally, his book is mainly about petrol engines, but steam and gas engines are also included. In the air jet propulsion is ousting the piston engine, but this is not the case in respect of road transport, and as rotary valves spell higher compression ratios and greater efficiency, students of I.C. engine design will find this new book a worthwhile study.

* * *

"The Story of the T.T.", *by G. S. Davison* (*The T.T. Special, 7s. 6d.*).

In this little book, which runs to 134 pages with its index, the author gives what can best be described as a potted history of the I.O.M. motor-cycle T.T. races from 1908 to 1939. A chapter is included on the Manx G.P. and one of the most valuable features is a table of the results of all the T.T. races, with the fastest lap made in each. From this we are instantly reminded of the old Ultra-Lightweight races (a 174-c.c. Rex Acme lapped at over 54 m.p.h. in 1925) and Sidecar events. Another useful feature is Davison's analysis of entries race by race. He writes well and has interviewed famous old-timers in order to capture the spirit of the early days. But T.T. history is so important and so absorbing that we could wish the author had covered the subject more fully. Much remains to be told of these races, and it is a pity that technicalities of the more famous machines have been omitted. A pity, too, that the illustrations could not have been better reproduced and that the book only runs to cardboard covers and a plastic binding—which, however, enables it to open out flat. We are not sure whether cartoons are fitting to a serious work of this nature. These criticisms apart, Davison has done a good job of work and those who want their book-shelves to unfold the complete story of motor-racing must add this volume to their collection.

RUMBLINGS

Nineteen forty-six was in the nature of a breather after the long years of war—we were jolly glad to get some sort of motoring sport again and didn't care very much where, how or why it happened. Gransden, run by the Cambridge University A.C., was like chocolate after a dose of quinine! But 1947 is here, and if motor racing, sprints, trials and what have you are to succeed in the broad sense, some of us have got to *pull up our socks*. Consider some of the Not Good Things which have been happening and you must agree with this view. There were the divers muddles at our first post-war road race in Jersey. There was the case of a classic trial in which one hill was finally cut out because the officials felt fed-up, after lots of drivers, equally wet and tired, had queued up to ascend it and others were on their way to do so, without a clue as to whether or not they were wasting their time. There was a recent competition which was run on a basis different from that stated in the rules.

Dropped Socks ?

There are clubs that do not seem to get very good service from their secretaries. One full-time secretary needed well over a week before he could give us the results of one of his club's events (in spite of having a palatial office and stenographer). People with no passes (or the wrong passes) still get on the (to them) right side of the fence at speed events—which is dangerous. Certain public address and B.B.C. commentaries have been feeble in the extreme—and, worse than that, inaccurate. We cannot expect, perhaps, a Stewart MacPherson standard, but we do expect the man at the microphone to be able to distinguish one car from another and have some idea who is driving it. Club journals, advertised as published regularly, seem to come out whenever their sponsors feel inclined to issue them. Results of Edwardian speed events are issued to the Press based on *time*, when the rules clearly indicate that a formula will be used—and the only people to see the real results are club members—in their journal, usually months later.

Now all this may be excusable, or at all events seemingly convincing excuses may be to hand for use by the guilty parties. But it isn't good enough. If you went to Lord's and couldn't find anyone who could tell you which team was winning or whether so-and-so had made 98 or a century, you wouldn't forget it in a hurry, even if you *are* a cricket fan. If you visited the Chelsea flower show and discovered the exhibits incorrectly labelled your eyebrows would take some time to resume their standard location. If no one knew who had really won the Derby until hours afterwards . . . You agree? Then what in the world is the good of tolerating slack organisation in motoring competitions and then bewailing the fact that non-motoring types seem dissatisfied and never come back for more? Let's try to pull up our socks, shall we? This is far too urgent a need to constitute a resolution not to be thought about until the New Year.

Since writing the above there has been the muddle at Indianapolis, the fatal accidents at Berne, folk grumbling that entries sent in to club secretaries in ample time are lost until after entries have closed . . . Oh, dear, oh, dear!

* * *

The reason why Davenport's famous "Spider" did not appear this season until the Shelsley Walsh meeting is because its new V-twin engine, of 2-litres capacity, was being prepared.

Odd Spots

* * *

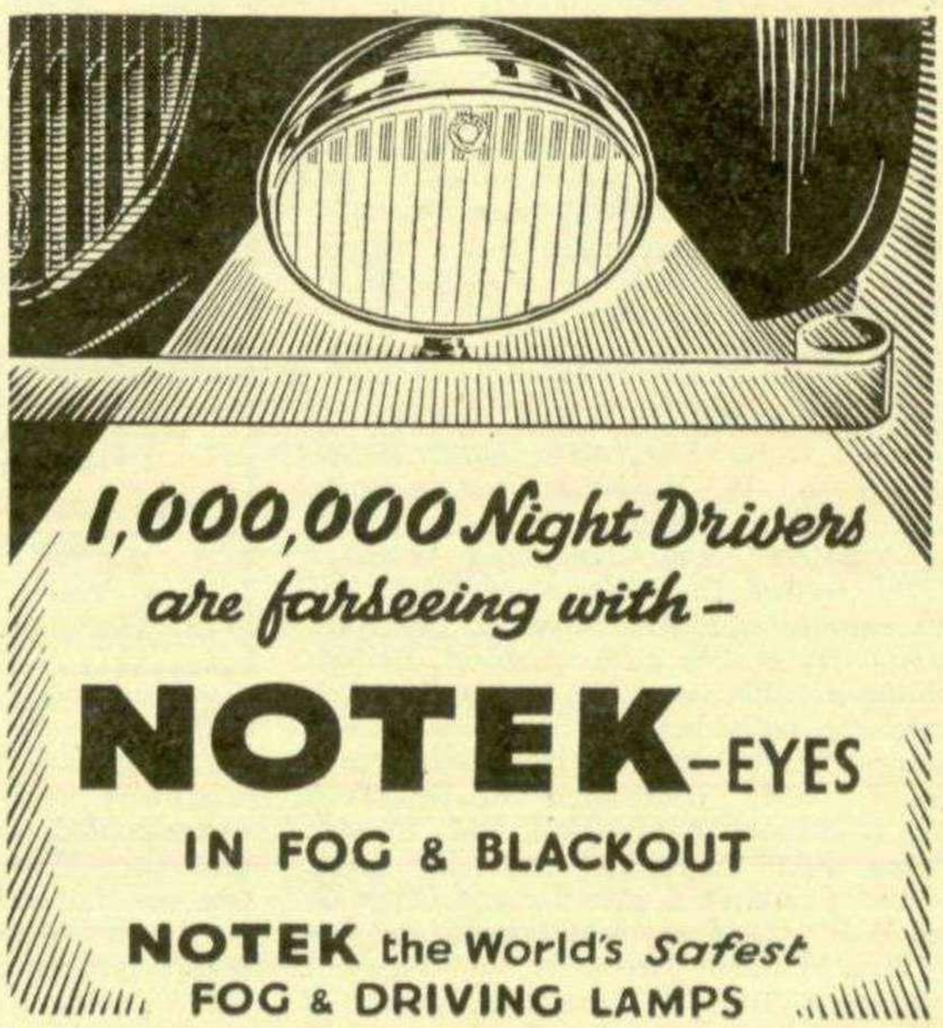
We are sorry to hear that Peter Monkhouse has met with a road accident while driving his Type 51 Bugatti. The car was very badly damaged and Monkhouse suffered severe injuries. We wish him a speedy recovery.

* * *

An interesting feature of the Stery-Allard is a second brake pedal, which enables Sydney to steady the car while using the accelerator.

* * *

Entries for the Ulster Trophy Races close at single fees on July 14th.



Club News

WE HEAR

P. H. Lloyd has a 1927 3-litre Bentley, Reg. No. YE 1140, chassis T.N. 1559, which was at one time owned by Wilcox, Segrave's chief mechanic. He would like to contact Wilcox about this car. Latest Amilcar addict is G. N. S. Taylor, who is restoring a 1927 8.9-h.p. car to good order, up at Cambridge. Ellis has located the original radiator shutters belonging to the famous Aston-Martin "Razor Blade" through MOTOR SPORT, and would be glad to hear what has become of the car's front axle and fuel tank. He has compiled a new list of known B. & M. Astons, which number about 30.

A most interesting car seen on the road in Surrey recently was a Hatton McEvoy, the lowered sports version of the "Double Six" Daimler built at Derby during the early thirties by the Derby Engineering Co. Densham now has his rebuilt "14/40" Sunbeam on the road. Two early "9.3" Renaults, several late-model Hotchkiss, a very late "14/40" Delage saloon, a Morris Leon Bollée and an Arrol-Johnston saloon are amongst interesting cars noted on the road. Lemon Burton's Bugatti "Royale" opened the course at the first Prescott meeting. Writing from the Isle of Wight, L. Holdaway mentions that amongst the interesting cars there are a 1907 100-h.p. Itala (it is already known to the V.S.C.C.), a 1903 2-cylinder Alldays-Onions, an early Clement-Bayard, a 1924 Citroen, bull-nose Morris, vintage Alvis, Bentley and 2-litre Lagonda (one supercharged), etc. His own car is a 1928 big-port "12/50" Alvis, soon to have twin Solex fitted, and in the same stable is a 1936 Mk.II Aston-Martin 2-seater.

Reprints of the articles on the development of the racing Austin Seven, which appeared recently in MOTOR SPORT, are available from the Austin Motor Company, Ltd. W. Wiseman, whose uncle owns a 1925 "30/98," has discovered two "23/60" Vauxhalls, one a 1924 "OD" tourer, the other an earlier "D" type saloon, which he hopes to preserve. H. Gellatly is now in Saanichton, British Columbia, and says he has suffered a surprising hallucination, American automobiles having lost their massive proportions while occasional Austin Tens look positively Lilliputian and Austin Sevens just laughable—but, he adds, "What wouldn't I give for my Type 55 B.M.W.!" Our warmest congratulations to Clive Windsor Richards on his recent marriage to Mrs. J. Longman, widow of S. E. Longman, who rode in the old Sidecar T.T.s. May they enjoy much fast motoring together.

Jim Kentish is restoring to "as new" condition an early "12/50" Alvis tourer to use as tender to his veterans and as regular transport. Exciting rumour is that a car resembling one of the Wolseley "Beetles" has been seen on the road in the Llandudno area—we hope we shall hear more of this. If anyone can give a good home to a well-shod, sound 1914 30-h.p., six-cylinder Napier chassis, with cab, for which £25 is asked we can tell them where to find it—refreshingly enough a garage has it for sale and only intends to dispose of it to a good home—breakers need not apply.

A. P. Kantor, in conjunction with F./Lt. Paul Roban, is building a sports 2-seater, using a Ford Ten engine and tubular steel-unit framework, covered with light-alloy panels. They hope to keep the weight down to 8 cwt. Capt. C. Maple, M.J.I.E., has been enjoying some excellent motoring in a rather mysterious "12/50" big-port beetle-back Alvis (re-registered OX 6854 in 1938), which he bought from Meisl last Easter. When he was in Germany Capt. Maple used to leave the usual 350-c.c. o.h.v. motor-cycles standing in Army-organised scrambles, riding a 250-c.c. water-cooled D.K.W.—until the piston melted. This has encouraged him to try his hand at a 500-c.c.-class sprint car, possibly using a Scott engine with rotary valves. He says it could show the "push-rod boys" something, and it most certainly would enliven Class I.

A "10/23" Talbot tourer was being motored through Chiswick recently by persons who looked to us very like motoring enthusiasts! In the Hants and Berks M.C. Bulmer remains faithful to Frazer-Nash, but Bateman has exchanged his Riley "Gamecock" for a sports Fiat "Balilla" in dazzling Italian red. Birkett is going to peer within the engine of his 5-litre Bugatti lorry, after he has got his Type 44 Bugatti back on the road. Some interesting references and correspondence have occurred in the *Western Daily Press* (kindly sent to us by Lt.-Col. MacWatters, D.S.O., T.D.) concerning an experimental Nimrod car designed in 1900 by Walter Welch and built by the Nimrod Cycle Co., of Bristol. It was apparently a "2-cylinder petrol dog-cart," with 12-h.p. engine, tiller steering, full elliptic suspension, live axle, i.f.s., and solid tyres. It resembles a Hurtu in appearance.

A garage in Windsor has for disposal a s.v. Delage, forerunner of the "14/40," which was originally purchased off the stand at the 1919 Paris Salon. It has a most beautiful interior, with Bedford cord upholstery, nickel-plated fittings, French-polished fillets, etc., and carriage-type parking lamps. At the same place another "2 LTS" Ballot saloon has turned up. John Bland tells us that his 1909 Daimler is progressing well, but that new gears will have to be cut for the gearbox. He takes us mildly to task for mentioning a flat-twin Stellite in the last issue, explaining that the Stellite had a *four*-cylinder engine (and wooden chassis frame!), and was in production from 1914 to about 1919. After that it became known as a Wolseley. From 1922 to 1924 a 7-h.p. flat-twin Wolseley was made, on which Bland has worked in the distant past—he described them as "very satisfactory." Incidentally, whose was the car which has started all this?—we saw it turning off A 30 at the railway bridge by Bagshot.

A vast Lincoln was encountered in Hampshire recently. "Tubby" Smith is well again and last month he held an exhibition of his veteran cars at Bagshot, in aid of the War Memorial Fund. Besides his de Dion "Quad," F.N., O.T.A.V., and Locomobile, he showed a very fine Stanley Steamer, a single-cylinder Rover, a 3-wheeled, air-cooled, V-twin tubular frame M.V. built in Milano, a dummy radiator behind its single front wheel, which was sprung on ½-elliptics, and a Brown motor-cycle. T. Hickman has a 9 ft. 4 in. "Speed Model" 3-litre Bentley with a 4½-litre engine and 3.3 to 1 "Speed Six" axle ratio. His address is Pride Hill Chambers, Shrewsbury, and he would be glad to hear how to modernise or tune this car.

★

FIXTURES FOR JULY

5th.—V.C.C. Eastern Rally.
Ulster A.C. Fourth Veteran Car Contest.

5th-6th.—Brighton & Hove M.C. Brighton-Beer Trial, Somerset area.

12th.—M.C.C. Inter-Club Team Trial.

13th.—V.S.C.C. Race Meeting, Gransden.

16th.—R.A.C. Associated Clubs' Garden Party and *Concours*, Epsom.

20th.—B.O.C. Open Summer Speed Hill-Climb, Prescott.
N.W.L.M.C. Gymkhana, Elstree.

26th.—Hants & Berks M.C. Great Auclum Speed Trial, near Reading.
M.M.E.C. Racing, B'gham,

28th.—Jersey M.C. & L.C.C. Bouley Bay Speed Hill-Climb.

Aug. 2nd.—Hartlepools & D.M.C. Speed Trials, Hartlepools.

GOOD PUBLICITY

Picture Post, dated May 24th, contained twelve good pictures of the Jersey race, backed by quite a sound story, while the front cover of this issue was devoted to Reg. Parnell wearing his wreath of victory, and being congratulated by his wife. Those in the pits were described as "the privileged or the cunning, minor officials, nodding acquain-

tances of the racing great, motoring writers, case-hung Press photographers peering bent-nosed round cameras big and small, and unclassifiable men with interesting haberdashery, suede shoes, impeccable accents and an imposing lack of naivete." Nothing like seeing ourselves as others see us!

★

OPTIMISTIC

From the *Daily Express* dated May 23rd: "The great secondhand car fantasy is over. Prices are falling and the market, at last, is beginning to crack."

★

NOT SO GOOD

A motoring correspondent to the *News of the World*, who should have known better, had a story in that paper on May 25th attacking what he incorrectly describes as veteran cars. Having watched "wheezy old vehicles bravely keeping their place in the procession of cars along the Brighton Road" on Whit-Saturday, this correspondent wondered how many of them would last out until the August holidays, let alone survive another year. He went on to say that over Whitsun "the roads will be cluttered up with a fantastic array of 'old crocks,' many of which would not be driven in normal times because they are unsafe."

Now what this news-hawk really saw, nine times out of ten, were cars of 1933-39 vintage, bent, battered and shabby by reason of years of service, war-service included, in the hands of drivers who sometimes bend a wing or graze a door. Veteran cars, and vintage cars for that matter, are nearly always owned by enthusiasts who restore them to decent order and who drive them properly with intent to preserve them from unfair wear or damage. They will not only last to next August and next year, but will be here after the cheaper 1947 cars are so much scrap!

Even the lesser, shabby "old crocks" (once available for £5, not costing over £50 if you are foolish enough to pay it) cannot be accused of increasing the accident figures to any appreciable extent—they are so few and far between and are usually driven very modestly; moreover, they call for sufficient skill in gear-changing and handling generally to ensure that clue-less types leave them well alone.

The *News of the World* has hit the wrong nail on the head and its correspondent would be better advised to watch the hard-driven, worn-out ten-year-olds. Let him leave the few remaining "veterans" (as he wrongly calls them) to go their way—they do less harm by far than "foolproof" modern cars which are too fast for their suspension and which, when they do go slowly, do so in the centre of the road, the white line too remote to concern their reclining owners, who, however, display an astonishing propensity to dive hither and thither with no sort of warning at all.

★

BENTLEY PARTY

From New York we have received a photograph of a dinner given in honour of Wing-Cmdr. Woolf Barnato by the Sports Car Club of America and John Paul Stack, American Representative of the Bentley Drivers' Club. From the effectively-American hand-out accompanying the picture we learn that amongst those present were Austin Clark, New York Regional Director of the Veteran Motor Car Club of America; Thomas McKean, President of the Antique Motor Car Club of America; Russ Sceli, President of the S.C.C. of A.; Robert Grier, President of the Motor Sports Club of America, and Alec Ulmann, Regional Secretary of the V.M.C.C. of A. After dinner those present drove to Stack's garage to inspect some fifty vintage cars in process of overhaul, a 1922 "Red Label" Bentley salvaged from a New Jersey junk-yard wearing a blue ribbon round its bonnet for the occasion. In view of all this vintagery, it is rather amusing to find that the purpose of Wing-Cmdr. Barnato's visit is to demonstrate his 1947 Mk.VI Bentley in America including California.

★

SLOGAN

Has the S.M.M.T. ever thought of the slogan "Britain Can Race It?"

★

B.D.C.

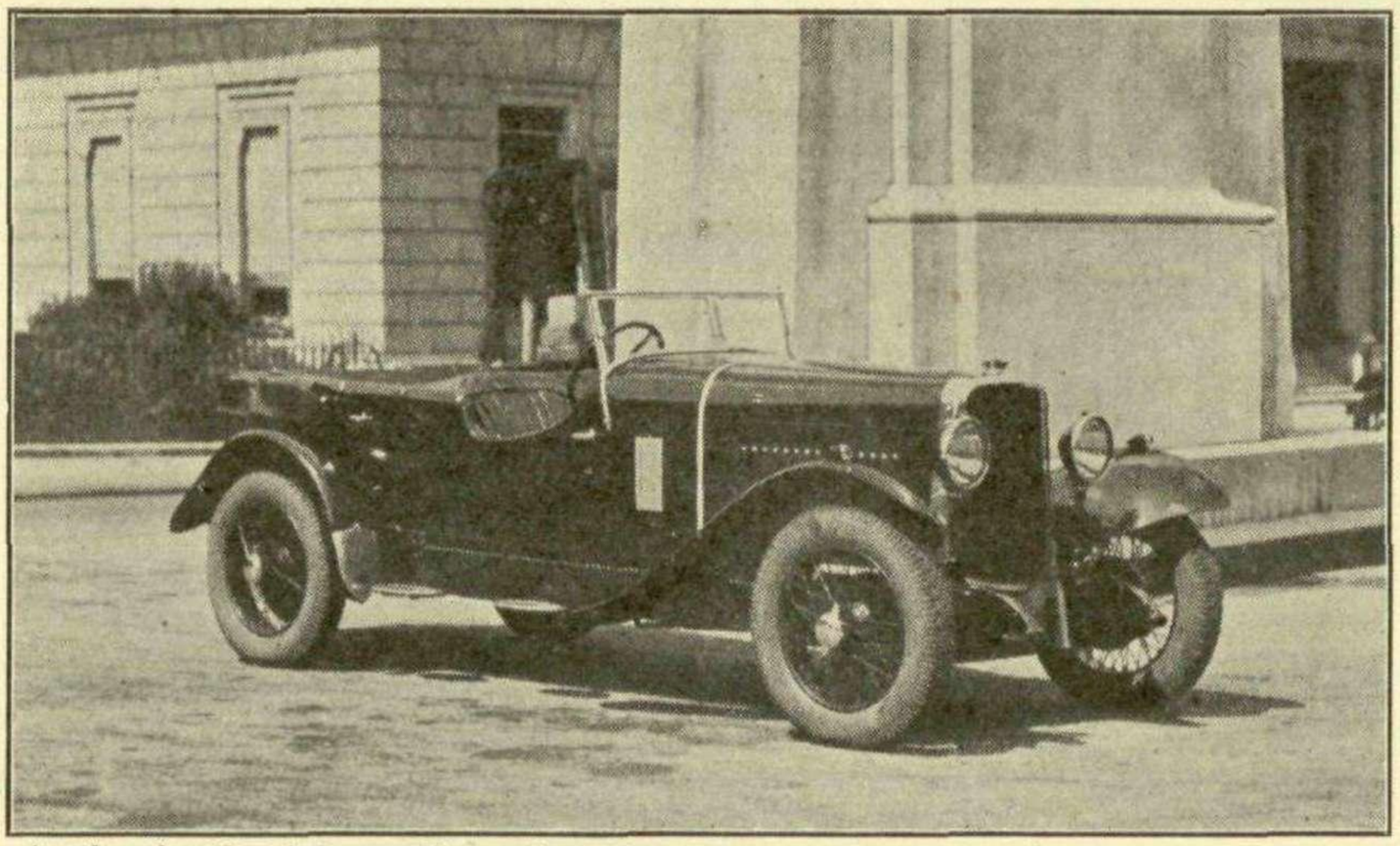
The Bentley Drivers' Club "Review" is something for which one waits with keen anticipation, and the June issue was no exception. It contained the continued reminiscences of Dr. Benjafield (which we believe are eventually to be reprinted in the form of a book), notes on de-coking a 3-litre, some recollections of F. C. Clement, an article by W. Boddy on what Bentleys

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Another for the vintage gallery—the 2-litre Schneider, a sturdy, high-performance French car, of which a few are still seen on our roads.

did at Brooklands from 1921 to 1925, reports of recent B.D.C. "Noggins" and other fixtures, and news from various quarters of the globe. So many new members have been elected recently that the grand total is now as high as 513. Hon. secretary: Stanley Sedgwick, "The Cobb," Stoke Close, Cobham, Surrey.

★

PRESS SUPPORT

We of MOTOR SPORT have long held, and sometimes expressed, the view that if motor-racing is ever to become one of the "people's sports" it must receive the blessing of the great daily newspapers. So it is worth noting that for the Ulster A.C.'s Ulster Trophy Race on August 9th the *Daily Mail* is offering £250 to the winner of the scratch race, while the *Sunday Dispatch* is giving £100 to the winner of the handicap event. When papers do this sort of thing they naturally and justifiably want something in return and better publicity for motor-racing results in consequence.

★

N.L.E.C.C.

The North London Enthusiasts' Car Club is very much in gear. A useful journal is issued monthly, which tells of members' successes in other clubs' events and gives plenty of news of club cars, etc. This club seems to combine happily social and sporting events, and has much of value to offer those new to the Sport. Details can be obtained from G. Bance, 7, Queen's Avenue, Muswell Hill, London, N.10.

★

FOR THE VETERANS

A one-day trial for veteran cars is announced by the Bristol M.C. & L.C.C. on August 23rd.

★

R.A.C. GARDEN PARTY

The first of the R.A.C. Jubilee events is to be a Garden Party and *Concours d'Elegance* at the R.A.C. Country Club, Woodcote Park, Epsom, on Wednesday, July 16th, from 2-6 p.m. Bands, flowers, lawns, bathing beauties, golfers, tennis players and the better automobiles will mingle, and a very good time should be had by all except those misguided souls who associate motoring events with speed and noise. This event is primarily for Associated Club Members of the R.A.C., to commemorate the founding of an Associate Section in 1908, and the *Concours* is open to them. The latter is divided into six classes, sub-divided for cars made between 1916 [why 1916?—ED.] and 1939, and from 1940 onwards.

★

V.M.C.C.

At the annual general meeting of the Vintage Motor Cycle Club it was resolved to do even better things for members in the future—the first year has closed with 126 members and £25 in hand. Various centres will be formed. The President's Trophy was awarded to C. E. Allen. Officials: *President:* J. J. Hall; *Vice-Presidents:* Messrs. Burney, Bennett, Maclachlan, Bradshaw, Boddy, Bourne, Walker and Allen; *Committee:* Messrs. Bennett, Griffiths, Jenkinson, Quantrill, Wicksteed, Grover, Johnson and Twitchen; *Hon. Secretary:* M. F. Walker, 170, Woodcock Hill, Kenton, Harrow, Middlesex.

★

V.S.C.C. FILM SHOW

The V.S.C.C. Firestone film show on June 12th was notable for a big attendance, some fine cars, Willis' "30/98" Vauxhall and two G.P. Bugattis amongst them, and gave rise to the thought that, at the time a 500-mile racing-car test was happening with Government sanction at Indianapolis, over here they were hacking lumps out of the Byfleet banking.

★

500 CLUB

The 500 Club has issued its second copy of "Iota," which contains reports of 500-c.c. Class activities, an article on the importance of reading the regulations by S. C. H. Davis, an article on b.h.p. possibilities by Gregor Grant, and Lones' story of his "Tiger Cat" and "Tiger Kitten," etc. We shouldn't be surprised to see a race for Class I cars to the Club's formula, this year. Hon. Sec.: J. O. H. Siddall, Milford House, Lansdown, Bath.

★

COVER PICTURE

This month Klemantaski's camera has caught Yves Giraud-Cabantous in the act of cornering at Chimay. This car won the sports car race. Note how close are the spectators at the road-edge on the outside of the bend.

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GENERAL NOTES

Having decided to exercise the Edwardian Hispano-Suiza again, we got him out one fine day, drove him home, and the next morning juggled a bit with his selectors, which went on strike as we were searching for a weighbridge. That trouble lined-up, an enjoyable afternoon run to Bournemouth followed, along sleepy backways as far as New Alresford, and then into Winchester to acquire a circular piece of paper so necessary to one's peace-of-mind on these outings. Thereafter, little saloons, whose war-touched drivers were proceeding at 30 m.p.h. or less, still mindful of petrol and rubber scarcity, were overhauled in fine style and our only stop was because the driver had spotted a rather shabby Ariel four-seater of about 1924 vintage (the four-cylinder, *not* the flat-twin version) at a wayside garage. Enquiry revealed that it was in regular use by one of the mechanics.

Bournemouth having curious restrictions, we couldn't drive along beside the seaside, so we had a meal (encountering as we parked, a Northerner who knew the bore and stroke of an "Alphonse" out of his head and recalled riding in one in 1914), sent our odd telegram to the V.C.C., which caused the post-office girls to increase their giggles, and came home.

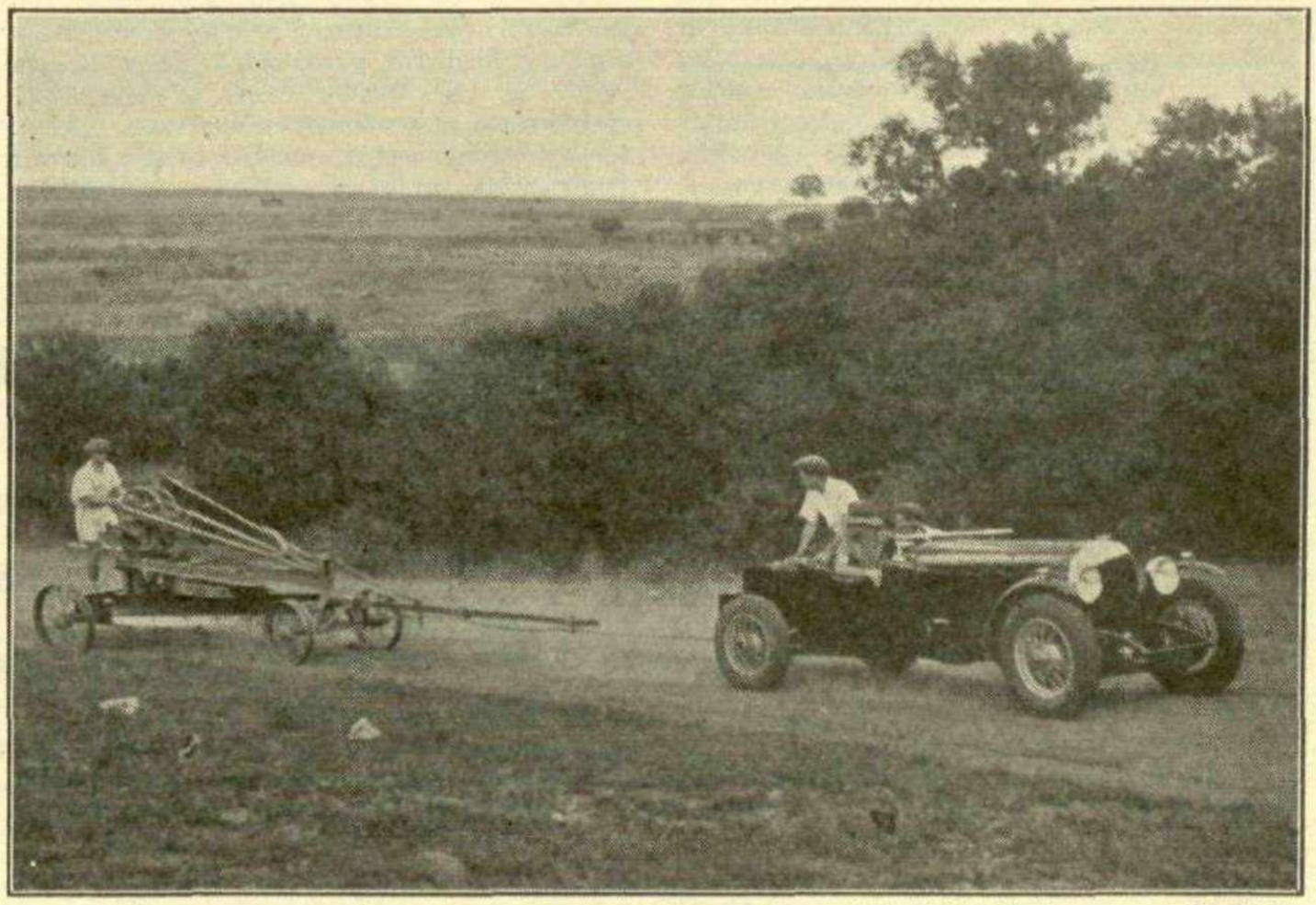
A week later we went off to Horndean in a friend's "12/50" Alvis saloon, enjoying once again the stolid progress, spaciousness and excellent visibility of this kind of vintage car—while progressing ponderously some other friends fairly shot past in an Austin Eighteen saloon. On the way home we caught sight of an early "9/20" Humber saloon in someone's back garden. This led to a run, one sun-drenched afternoon, to see if we could discover if this car was for sale (we have an incurable weakness for early small cars), an expedition disdainfully referred to by our companion as "searching for a heap." Actually, the car *wasn't* for sale, but we had an interesting time. nevertheless. After seeking out old cottages in Odiham we turned away from Alton and spent a few minutes climbing up an embankment to convince ourselves that a bridge over the road now carried nothing more than a grass-grown way along which, until twenty years ago, there ran the Basingstoke-Alton railway. Proceeding, we went to look again at the old speed hill-climb venue at South Harting, pausing on the way to watch an aged Ruston steam traction engine acting as a very willing stationary engine in a roadside field.

Telegraph Hill, South Harting, up which Mays and Joyce drove at speed years ago, and which rather puts modern sprint venues to shame, brought our Austin Seven down to bottom gear and caused it to boil. What impressed us much more, however, was that two distinctive trees and certain gulleys and other landmarks, seen in a photograph we had taken with us showing Morgan, Duo and G.N. cyclecars on this hill in 1913, were easily located—34 years later the pattern of those tree-branches had hardly changed at all . . . . There was something very satisfying in this discovery and, driving home through the back lanes and byways, we enjoyed perfect contentment, secure in the knowledge that with country such as this at hand, and associations with the earlier days of motoring to unearth, one need ask little else of life. (Incidentally, those old cyclecars must have "had something," for a Morgan apparently got up the gradient, for which we needed bottom gear, on a top ratio of 4½ to 1, while someone's G.N. went up on a 7¾ to 1 ratio, though probably they had a flying start.)

A sweltering Sunday afternoon was devoted to riding round a treasure-hunt course in an Austin Seven Special, which at least kept one cool, and then we were off to "The Daimler" just outside Coventry to collect a Lanchester Ten for test. Going too far along the Coventry by-pass we had to turn round and motor back along a road on which one encounters all manner of 1947 cars—Daimler, Lanchester, Lea-Francis, Triumph, Singer, Standard, Riley, and the like—not to mention lots of Triumph motor-cycles, their testers apparently compelled to wear crash-hats while riding them.

Soon we were really hustling in the Lanchester, happy to find far more cruising speed than we had anticipated, and a remarkably steady ride, allied to that silence and refinement one would expect in a car emanating from one of the oldest companies in the industry, where they used to make the Lanchester Forty and "Double Six" Daimlers years ago. Everyone seemed to be on the road in the June sunshine, but sports cars were again conspicuous by their absence, save for the inevitable Bentleys, an "Ulster" Aston-Martin, and two Frazer-Nashes. Odd examples of individualistic cars there were in fair numbers—bull-nose Morris, a fabric saloon Clyno Nine, a very early Crossley saloon, a "9/15" Rover tourer, a fine old Humber 2-seater, of about 1921 vintage and obviously on tour, not to mention two Delage, one in the guise of a utility-bodied "14/40." That Lanchester took us well across England, including a return journey through the Mersey Tunnel and home through country that was sheer relief after Liverpool. Bridgnorth, Kidderminster (where we had tea with bacon and two eggs a-piece at a farm 1½ miles from the main road down a most exciting cart-track, overlooked by a man who literally lives in a cave), Worcester, Pershore, Evesham, Broadway, Fish Hill (an easy 3rd-gear climb and no temperature rise), Moreton-in-the-Marsh, Chipping Norton, Oxford, Henley and Twyford came up with satisfying rapidity, as another sweltering afternoon merged into evening and thence to night.

Then, one evening, we drove four miles along country roads in a Vauxhall Ten for the purpose of trying the 1929 Trojan "Apollo" saloon. This illustrious motor-car had been bought six months earlier and, apart from once running the engine and investigating the transmission round a yard, we had decided that it could wait until warmer times. Borrowing a battery, we fixed it on the running board, poured vast quantities of water into the humorous gilled-tube radiator (relieved to find none came out underneath) and mixed oil with petrol in a delightful funnel which came with the car, the contents being released into the scuttle tank by pulling a wire in the centre of the funnel. That done, and the big tank dipped with the carefully-calibrated dipper provided, we operated the priming pump that sends puffs of petrol mist into each transfer port, switched on the ignition (which also turns on the petrol—bless the Houndsfield heart) and pulled on the starting handle. The engine commenced, the belt-driven dynamo showed a 6-amp. charge and we were out on the King's highway. It really is rather delightful. Without using the clutch the right-hand gear-lever is pushed forward to bring in bottom gear, held there by its ratchet if desired, and with an inhuman whirring and groaning you move



Tingle's Bentley assists in the preparation of the surface of the hill-climb course which the Sports Car Club of S. Africa has under construction at Leeuwkop. The car is a short-chassis 3-litre with 4½-litre engine, 6½-litre radiator, hydraulic brake actuation and a bonnet from a "38/250" Mercedes-Benz.

off. At some 6 or 7 m.p.h. the lever is brought back into neutral, round the corner and forward again to engage top gear. All noise, except for a distant clanking, dies away and you two-stroke along, slowly at first but quickly building up to as much as 30 m.p.h., as indicated on a beautiful Stewart ribbon-speedometer. No fumes were noticeable as a reminder that a sort of stationary engine is doing some 900 r.p.m. immediately beneath one, its huge flywheel so close that it runs in a groove in the seat-base. No fumes, that is, until we overlooked the pistol-grip handbrake and drove with it "on," when a Ferodo bonfire made its presence very evident. Top gear (4 to 1) suffices for all practical purposes and if the engine knocks you pull up the starting lever to retard the ignition, temporarily ignoring the pleasant little bell that Mr. Houndsfield has arranged shall ring when you forget to fully advance the lever for faster motoring! Otherwise, driving is just a matter of playing skilfully with the mixture lever, its quadrant being finely graduated as a guide, and coping with the slightly odd steering. Add to these attractions the immense amount of room in the thing and the fact that spares and service are readily available for this eighteen-year-old, and "Trojaning" begins to strike you as quite something. It is doubtful whether a better sprung car (from the comfort aspect) has ever been made, and then there is the knowledge that, once mastered, whatever the future may hold you would always qualify as a driver of a Brooke Bond's tea van.

RUNBAKEN PRODUCTS

Besides their high-voltage coils, which are in great demand amongst sports-car owners, Runbaken Electrical Products make a number of items of equipment of interest to the enthusiast. Their "Midget" grinder and attachments, illustrated herewith, is obviously just the thing for the home workshop. Weighing but 4½ lb. and measuring 5¼ by 8 in., this grinder has a non-stalling, ball-bearing motor running at 15,000 r.p.m. A smaller model measures 5¼ by 7 in. A very wide range of cutters, grinding stones, sanding wheels, chucks, flexible drives, driving pulleys, buffing mops, wire brushes, etc. are available, which render a "Midget" grinder a universal tool. Another useful line is a miniature electric drill, 10¼ by 4 by 6 in. Yet other valuable accessories are an adjustable electric



screwdriver and the "Alert" car alarm to combat car theft. Details are available, on mentioning MOTOR SPORT, from Runbaken Electrical Products, 71, and 73A, Oxford Road, Manchester 1.

OBITUARY

We report with deep feeling the death of Jean Chassagne. Speaking very good English and well-liked in this country, Jean was one of France's great drivers. He drove in the Sunbeam team prior to 1914, after mechanicing for Rigal when he won the 1912 3-litre Dieppe race. In 1913 he was third in a Sunbeam behind two Peugeots in the French Grand Prix. Serving as a pilot with the French Air Force during 1914-18, Chassagne returned afterwards to racing. He had a nasty experience in the 1922 200-Mile Race, when his Talbot-Darracq went over the top of the Byfleet banking, leaving Jean's shoes neatly planted side by side on the concrete. He was unhurt and unruffled and subsequent appearances netted him victory in the 1923 Routes Pavées, 7th place in the 1924 French G.P. in a Bugatti and 1st place with Laly in an Aries in the 3-litre class of the 1927 Belgian 24-Hour Sports-Car Race. Also, for a time he was a member of the blower Bentley team. Later, Chass. tested for Bugatti before joining the French branch of Castrol as an expert on aviation lubricants.

MERCEDES—THE CAR OF EMPERORS AND KINGS

We have recently been loaned a very beautiful catalogue of the Daimler-Motoren Gesellschaft, of Stuttgart-Unterturkheim, the British agents for whom were Milnes Daimler, Ltd., of Long Acre. This catalogue is undated, but would seem to refer to the 1910 period. One hundred and nineteen illustrious patrons are listed, including H.M. Edward VII, H.M. The Queen of England, H.I.M. Wilhelm II, H.I.M. The Czar of Russia, H.M. Leopold of the Belgians, Lord Lonsdale, Lord Northcliffe, H.M. King of Siam, etc. King Edward possessed four cars, while the German Emperor was down as having five personal Mercédès, two household cars and five more for his Corfu Imperial Automobile Station. No wonder the Mercédès was at this time advertised as "The Car of Emperors and Kings." The models listed were 20, 30, 40 and 50-h.p. 4-cylinder, live-axle cars, 50, 70 and 80-h.p. chain-drive cars.

The 20 and 30-h.p. models had o.h. inlet valves, push-rod actuated; all the others were T-head. The smaller cars used h.t. magnetos, the over-30-h.p. models Bosch l.t. ignition. Lubrication was fully-forced, supplemented by a hand-pump on the larger cars, and a special dashboard switch enabled each cylinder's ignition to be separately tested. Honeycomb radiators and centrifugal water pumps were used, the 70-h.p. car's radiator taking three gallons. The 20, 30 and 40-h.p. live-axle cars had double cone clutches, leather-lined, all others the Mercédès scroll clutch. All used 4-speed and reverse gearboxes. Half-compression devices were used on all save the 20 and 30-h.p. cars, and brakes were water-cooled. The "15/20" 80 by 130-mm. job weighed 15½ cwt. as a chassis, ran at 1,600-3,000 r.p.m., and would do 40 m.p.h. "on a good road with light open body." The "25/30" (90 by 140) did 300-1,600 r.p.m. and about 50 m.p.h., the "35/40" (110 by 148) 300-1,250 r.p.m. and 46 m.p.h., the "45/50" (120 by 160) the same r.p.m. and 50 m.p.h., and the "65/70" (140 by 160) 300-1,200 r.p.m. and 60 m.p.h. The "75/80" (120 by 150) "six" ran at 250-1,270 r.p.m. and 60 m.p.h. Some fine bodywork was illustrated, including a sporting 2-seater on the 20-h.p. live-axle chassis, a sporting 4-seater on the "thirty" and a 35-h.p. chain-driven omnibus.

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NEW CARS

GORDON Cars (London), Limited, Lagonda distributors, can accept a limited number of orders for first quota allocation. 140–144, Golders Green Road, N.W.11. Spe. 0011.

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FOR SALE

MONOMARK Service. Permanent London address. Letters redirected. 5s. p.a. Royal patronage. Write Monomark BCM/MONO6V, W.C.1.

BUCKLERS.—Leaf springs (specials) made to sketch or repaired. Wheels repaired—wire or pressed steel. Cylinder heads, blocks, sumps, gear-cases, etc., welded and machined. Cast-iron and aluminium. Worn race housings, shafts, etc., built up and machined. Prop.-shafts shortened or lengthened. Connecting rods remetalled and machined, and returned same day. Crankshafts re-ground, main bearings remetalled and lined bored. Cylinders fine bored with new pistons. 5,000 pistons and liners in stock. Hepolite, Specialloid and Wellworthy. Bronze bushes, valves, etc., singles or quantities. Front axle beams straightened and re-aligned. Flywheel starter ring teeth built up and reshaped. Dynamos, starters and magnetos repaired or reconditioned. Ford small ends (all types) rebushed and reamered. Exchange reconditioned engines for :—Ford Eight, Ten, A.B. and V.8 30 ; Morris Eight and Ten ; Aust.n Ten, "12/4," "12/6," "16/6" ; Vauxhall "12/6," Fourteen ; Hillman Ten, all types. A complete service for the Motor Trade by Enthusiasts. 67, Caversham Road, Reading. 'Phone : Reading 3227 and 4903.

DELAGE D.8.15.S. A number of spares including frame. Available Boxmoor. P. Shenton, Oriel Lodge, Antrim, Northern Ireland.

FORD V8 special builders, Mercury 32.5-h.p., 30-h.p. engines, gearboxes, axles, Lockheed type, all kinds accessories. Colin & Leslie Ltd., 12, Wharfdale Road, Bournemouth. (Westbourne 64497.)

M.G., Type T.A., green 2-seater. Special rear wheels fitted with 5.25 by 17 tyres, two spare wheels, spare diff., spare half-shaft, spare cylinder block. Unused since rebored and fitted with new pistons and balanced crankshaft. Former property of an enthusiast—suitable for an enthusiast. £650. Richard Taylor (Garages). Ltd., Victoria Street, Stourbridge. Telephone, Stourbridge 5171.

BENTLEY 6½-litre, chassis in excellent order, maker's seals intact ; fitted with new estate wagon body, safety glass all round, repainted grey ; bodywork natural grain and varnish ; 16 miles per gall. (F) taxed ; a bargain at £395. R. Taylor (Garages), Ltd., Victoria Street, Stourbridge. Telephone, Stourbridge 5171.

FOR SALE—*continued*

"SPEED 20" Alvis for sale, repainted and in excellent condition. Best offer over £950. Underdown, Knowle Cottage, West Dean, Seaford. 'Phone, Alfriston 53.

ALVIS "Firefly" sports saloon, 1st reg. Nov., 1932 ; rebored and overhauled last year, 4 new tyres and good spare, 2 reasonable spare covers ; *chassis and brakes, etc., good, bodywork rough.* Owner requires smaller car. Price £295, quick sale. Hounslow 0541.

PRIVATELY-OWNED 1936 1½-litre Mark II long-chassis open 4-seater Aston-Martin ; bodywork and engine in excellent condition, new tyres, spare partly worn. Telecontrols and Kigas fitted. Taxed year. £895 or near offer. Would consider exchange good quality saloon. Box No. 149, MOTOR SPORT, 15, City Road, E.C.1.

GUY GRIFFITHS

Motor Racing Photographs,

11, NEWLANDS AVENUE, THAMES DITTON, SURREY.

EMBERBROOK 4092.

£115—2-LITRE A.C., 1929, in good condition, 2 new tyres, really good performance, especially climbing. 'Phone, Stevenage 38.

BUGATTI Type 23, 1½-litre, 2-seater, road-equipped and very good mechanically and bodily. Details and photos on request ; any trial. Will exchange for smaller fast, road-equipped, 2-seater "Special" of not too spartan an appearance, or will sell to enthusiast only, at a reasonable price. Box No. 150, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "12/50" diff. assembly, as new, £7 10s., 4.77 ratio. Pair bronze Solex carbs. and adaptors, ex-1½-litre Meadows, £3. Pair 1¾-in. bore S.U. carbs., £5. A few "Hornet"-special chassis and spares. Sunnydale, Victoria Road, Sutton Coldfield. Sut. 2527.

BRITISH Salmson drophead coupé, 1936 "Twelve" chassis, with 1939 1,595-c.c. engine. Ideal for fast touring with the family. £550. Macgregor, 49, South Terrace, Littlehampton.

ATLAS metal rectifier battery chargers. Output 12 volts 5 amps from 200/250 volts A.C. Ex-Govt., £3 17s. 6d., carriage paid. A. S. Milnes, 76, Heatherfield Road, Marsh, Huddersfield.

PAIR large chrome Lucas biflex headlamps, 12-volt, electric dipper, excellent condition, £10 10s. D. Judd, 2, Stanley Road, Earlsdon, Coventry.

AUSTIN "Nippy" 2-seater sports, 1937, very clean and everything sound, on original tyres. £300 or nearest. Williams, "Seaton," Mill Street, Hereford.

RILEY Nine special, 4-seater body. Complete overhaul, including crankshaft regrind, new mains, crown wheel, pinion, front universal. Enthusiast's car. Bowling, Hill End, Banwell, Som.

ENTHUSIASTS

Sports Cars for sale, exchange, terms arranged. Parts, Fittings, Wheels, Tyres, Wheel Carriers, Hub Caps, Windscreens, Racing Screens, Headlamps, Spotlamps, Reflectors, Stoneguards, Carriers, Meters, Clocks, Jacks, Pumps, Mirrors, Mascots, Badges, Books, Photos. Anything Sports Car.

Any odd parts, fittings, bought, sold, exchanged. Parts, fittings, replated, repainted, repaired.

Sports Cars Wanted, any condition, Cash.

G. A. FINAL, 15, Nashleigh Hill, Chesham, Bucks.

1931 AUSTIN "Ulster" 747-c.c., fitted with Cozette No. 4 ; straight front axle, Girling brakes. Getting too tight around waist for owner. Spare unblown engine, 3 and 4-speed gearboxes, many tools. £325. Humphreys, 94, Beeches Drive, Birmingham, 24.

M.G. "P"-type, new engine spares, 2 new front springs, 2 secondhand rear wings, sound. G. H. Gilbert, Hatt Garage, Saltash, Cornwall.

AUSTIN sports cars. We have bought from the Austin Motor Co. their entire stock of 7-h.p. sports spares and offer them to enthusiasts at a reasonable price. Monaco, High Street, Watford. 'Phone, Watford 4491.

FOR SALE—*continued*

"DAGENITE" re-plated, 12-v. (long and narrow), battery, uncharged, suitable for M.G., £8 5s. Write, M. Price, "Ickwell," Riverside, Wraysbury, Bucks, or phone Wraysbury 204 after 7 p.m.

RILEY spares. Rotax magneto, 4-cyl., unused since £5 overhaul, new armature and bearings, £6 10s.; 1936 1½-litre inlet camshaft, £3 ; 1½-litre *exhaust manifold, £1 5s.; 9-h.p. cyl. head, 1930,* £1 10s.; crown wheel and pinion, 1933, 6 : 1, £3 ; 9-h.p. inlet camshaft, £1. G. C. Garlick, 61, Leighton Road, Kentish Town, N.W.5.

£300, 1932 Talbot "Speed 90" Vanden Plas c.b. 4-seater sports tourer ; French grey and battleship grey wings, paintwork immaculate. Now being re-sleeved and overhauled ; all tyres excellent, nearly new hood. Very fast. All bills shown. E. C. Ffoulkes, Wild Woods Farm, Marldon, Paignton.

BENTLEY 4½-litre supercharged Vanden Plas 4-seater ; engine recently rebuilt ; reliable 100 m.p.h. car in beautiful condition, mechanically faultless. Taxed year. £625. Evergreen House, London Road, Stamway, near Colchester, Essex. Colchester 2600.

SUPERCHARGER, McCulloch-Roots type, suitable 500-c.c. to 750-c.c. engine. Quantity "D.T." Douglas spares. Box No. 151, MOTOR SPORT, 15, City Road, E.C.1.

RILEY "Sprite" 2-seater, 1937 model ; engine and gearbox completely reconditioned, new hood and side-curtains, new tyres, recellulosed red. Whole car as new. £750. 139, Great Mersey Street, Liverpool, 5. North 2492.

BOSCH 6-cylinder magneto, adaptor for B.M.W., anti-clock drive end, unused. £12. Meayers, 1, Adaston Avenue, Eastham, Cheshire.

LEA-FRANCIS (vintage) spares. A very large selection, new and secondhand, valves, guides, axle ratios, etc., genuine maker's spares. "Oak Tree," Green Lane, Bovingdon, Herts.

VINTAGE motor-cycles.—(1) 1919 Rudge-Multi, 4,700 miles, excellent original condition, good tyres. (2) 1921 Scott 2-speed, low mileage, intact but weather-beaten. Both carefully stored Cumberland, full histories known. Offers, Dove, 40, Courtfield Gardens, London, S.W.5.

SINGLE-SEATER, sprint, supercharged, side-valve Austin, 750-c.c.; Roots blower, Laystall crank, i.f.s., spare axles, gears, unused spare wheels ; all tyres in good order ; full history available. Also spare "Le Mans" engine with racing pistons, special valves, etc., £400. Spare engine sold separately, £75. Also many other spares : 2 aluminium cyl. heads, £4 each ; "Ulster" head, £5 ; Marshall headlamps, re-plated, £10 or offer. Owner disposing of all Austin parts. Genuine reason enforces sale. Marcus Chambers, 12, Holland Park Avenue, London, W.11. Park 8375.

RAILTON-Special competition 2-seater, 28.8-h.p. straight-eight Hudson engine, high ratio axle, Telecontrols ; 8-ft. wheelbase ; good tyres and new battery ; laid up 7 years to 1946 ; £450. 1936 Frazer-Nash-B.M.W. Type 45 drophead coupé, complete overhaul last year ; engine sleeved, new hood, cellulosed black, rewired and Lucas lamps fitted, good tyres ; £400. Railton chassis, dismantled but almost complete, including 28.8-h.p. engine, gearbox, prop.-shaft, axles, wheels, chassis frame, steering gear, front wings and bonnet, £120. Wilde, Green Gables, Stainland, near Halifax. 'Phone, Stainland 67139.

A.C. March-special 2-litre open 4-seater, late 1934, 3-carb. 80-b.h.p. engine ; recently overhauled but not yet run in ; carefully maintained ; £550, or might exchange for 2-seater. Enquiries answered after July 14th. Courlander, 4, Melbourne Road, Teddington, Middlesex.

ALVIS *"12/50" 1927,* mechanically sound, tyres good, body requires attention, price £185 or nearest. Reply to "Deva," Gwernaffield Road, Mold, Flints.

DOWNTON ENGINEERING WORKS LTD., Downton, near Salisbury, Wilts. 'Phone, Downton 51. Repairs and overhauls to vintage and modern sports cars and Edwardians. High quality work carried out promptly and efficiently at reasonable charges. For sale : Chassis only Riley and 1932 twin carburetters, copperised h.-c. head, large brake drums, in very fair condition ; opportunity for enthusiast at £130. Armstrong-Siddeley 1937 17-h.p. sports saloon, 43,000 miles, one owner since new, £75 overhaul just completed—offers. Two-door foursome coupé body complete with upholstery, excellent condition, especially interior, suit medium chassis (3-litre Bentley or similar)—offers.

FOR SALE—*continued*

JAGUAR—3½-litre S.S.100 sports 2-seater, finished in light grey with red upholstery. Unbelievable performance, 55 m.p.h. in 2nd, 80 m.p.h. in 3rd, and over 100 m.p.h. in top. High-compression copper cylinder head in beautiful condition. £975 or nearest offer. Thorne, 38, Newark Drive, Glasgow. Pollok 0131.

HUDSON 1938 17-h.p. fixed head coupé; four new tyres and battery; taxed and insured; two owners. £600. 172, Cumnor Hill, Oxford. Telephone, Cumnor 247.

"BROOKLANDS" Riley, 1931. Engine, steering, transmission perfect, body sound, paint excellent, new tyres, batteries; ideal for tuning. Also four new 6.50 by 17's. Also perfect 1935 Austin Ten occasional four. Everything new. Box No. 152, MOTOR SPORT, 15, City Road, E.C.1.

1½-LITRE Bugatti single-seater, long-tailed body, authentic Bugatti-blue; silver wheels; fitted quickly-detachable wings. Unused since 1938. Many spares, including cylinder block, head, crankshaft, rods and pistons, rear-axle parts, etc. Offers over £300. Box No. 153, MOTOR SPORT, 15, City Road, E.C.1.

WOLSELEY 12-h.p. "Daytona Special"; twin S.U. carburetters; Tickford 4-seater coupé; excellent mechanical condition; just recently overhauled; body of aluminium, cellulosed red and black. Well maintained and ideal for sports-car enthusiast. Privately owned. £285. A.J.H., 8, Iffley Road, Hammersmith, W.6.

ATALANTA 2-litre engine in excellent condition, complete with vertical magneto, twin S.U.s, dynamo and starter. May be seen running on test stand. What offers? Also unused 1½-litre, less cylinder head, what offers? W. L. James, Berwick Lodge, Ludlow Road, Maidenhead.

1935 MODEL Riley Nine all-metal saloon; sports engine; quick, clean, cared-for. £400. Box No. 154, MOTOR SPORT, 15, City Road, E.C.1.

TAPLEY gradient meter, 3¼-in. dia., £2 5s. "Monza" quick-action radiator cap, 15s., or exchange for Aston-Martin rear name plaque, sports car badges, books. Box No. 155, MOTOR SPORT, 15, City Road, E.C.1.

DUNLOP "Knobbly," 19 by 5.25, slightly worn, with tube, on alleged Bugatti wire wheel. £4. Rudd, 16, Dexter Street, Derby.

FOR SALE—*continued*

ALVIS "Speed 20," i.f.s., Vanden Plas tourer; hood, screens, body immaculate condition; complete overhaul engine and steering, brakes relined; tyres good; fitted radio. Offers over £500. Genuine reason for sale. 19, Rack Field, Woolmer Hill, Haslemere.

M.G. "TA," late 1937; rebored, clutch relined; coachwork, hood and tyres excellent. Best offer over £500. Also Jaguar 2½-litre, late 1936, good condition throughout, best offer over £590. Heady, "Moco Farm," Swanbourne, Bletchley, Bucks. 'Phone, Winslow 155.

M.G. "18/80" Mark II, fitted with special 4-seater drophead coupé body by Carlton; sound mechanical condition throughout; 4 nearly new tyres; coach-painted and replated where necessary; all instruments overhauled by makers. Nearest £225 for immediate sale. Write for trial Ryder, 135, Sutherland Avenue, Maida Vale, London, W.9.

£150—Wolseley "Hornet" two-seater; new battery, big-ends, king-pin bushes, hood, brake linings. Walker, Redcliffe, Wham Lane, New Longton, Preston.

1939 4.3-LITRE Atalanta d.h. 4/5-seater, good condition, black, light blue upholstery. Offers over £1,500. Box No. 156, MOTOR SPORT, 15, City Road, E.C.1.

1925 DELAGE "D1" 14-h.p. black and cream d/h. coupé with leather hood and upholstery, in original condition and perfect mechanical order; appearance and performance exceptional. £290. Gray, 8, High Street, Ditchling, Sussex. 'Phone, Hassocks 42.

"THE GASOLINE AUTOMOBILE," in 2 vols., by P. M. Heldt, 1911, 65s. Send s.a.e. for catalogue motoring literature. Gray, 8, High Street, Ditchling, Sussex.

ENTHUSIAST offers for cash, terms, exchange, 1932 M.G. "Magna, open 4, body rough, £195. 1933 M.G. "Magna," open 4, perfect, £350. 1934 M.G. "Magna," open 4, perfect, £375. 1935 M.G. "Magna," open 4, perfect, £425. 1934 M.G. "Midget," open 2, perfect, £325. G. A. Final, 15, Nashleigh Hill, Chesham, Bucks.

1937 M.G. "Midget," completely overhauled' four new tyres and shockers. Any trial' 4, Spencer Park, London, S.W.18.

FOR SALE—*continued*

"L"-TYPE "Magna" 4-seater body with tank, seats, screen, etc., Marshall supercharger complete for "L" type. Engine spares for "TB." "L" clutch housing. "L" steering column. Arnott supercharger for "P" type. "J" first-motion shaft. Light-alloy wings, prop.-shaft tunnels, bodies, etc., made to order. H. Lester, Station Road, Knebworth, Herts. Knebworth 2138.

1½-LITRE Aston-Martin, Mark II, 1934 saloon; engine just completely overhauled; tyres excellent; black, with red upholstery. Wonderful performance and a delightful car to handle. £585. P. Rambaut, Grand Hotel, Plymouth.

SCINTILLA Vertex 4-cyl., £8. 1935 Railton engine and gearbox, £25. Wanted, Aston-Martin, part exchange 1944 ex-W.D. Austin 8-h.p. F. Hawkins, Hollywell Cottage, Ashby Road, Loughborough.

ASTON-MARTIN "Bullet," "C"-type Speed Model, fitted Telecontrols; registered February, 1940; 26,000 miles. Taxed for year. Whole car as brand new, including tyres. Offers over £1,200 to Owner, 9, St. Aldwyns Road, Withington, Manchester 20.

BOUND volumes—*Brooklands Gazette*, volume 1, MOTOR SPORT, volumes 2 and 3. Ten pounds each volume. Thompson, Greenacres, Middlezoy, Bridgwater, Somerset.

INVICTA, 1933, 100 m.p.h.-model tourer, driven by two owners. Present owner has had car since 1937; engine in excellent order; five tyres in almost new condition; two sets of batteries. Owner selling to purchase smaller car for London use. £675. Box No. 157, MOTOR SPORT, 15, City Road, E.C.1.

THREE brand new Pirelli 5.50 by 18 tyres, £6 5s. each. Box No. 158, MOTOR SPORT, 15, City Road, E.C.1.

1936 FRAZER-NASH-B.M.W. 4-seater tourer, Type 45; good mechanical and coachwork condition; would make excellent trials car; £400. Also 1932 Alvis "S.E." tourer, beautiful example of the Marque, fitted "Le Mans"-type bodywork, large rear tank and "Firefly" axles and brakes, perfect condition; £375. Box No. 160, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS 17-h.p. 5-seater d.h. coupé; a roomy' reliable car in perfect running order. £215. Call or write. Morton, 25, Duches Way, West Wickham, Kent. 'Phone, Springpark 2830.

FOR SALE—*continued*

RILEY 9-h.p., 1934, rebored block and pistons (h.c.), £12. 376, Dudley Road, Birmingham, 18.

1929 ALVIS 12-h.p., supercharged I.C.E. engine, body sound, tyres excellent; engine recently overhauled. £500 or near offer. "Throws," Little Dunmow, Essex.

1½-LITRE Singer sports coupé, just rebored and tubed to original capacity; new crown and pinion, two spares; laid up during war. £400. Box No. 161, MOTOR SPORT, 15, City Road, E.C.1.

COMPETITION CARS LTD. offer large-capacity, wedge pattern slab petrol tanks, £8 each; quick release fillers extra. Special tanks to order. Dash-reading radiator thermometers, complete with capillary tube and unions for connection, 38s. each. Chromium-plated model, 45s. We hold large stocks of flexible metallic exhaust hose, pipe diameter reducers, fishtails, etc. Competition Cars Ltd., The Old Maltings, Nayland, near Colchester, Essex.

BUGATTI, 1½-litre, "Brescia"-type open 2/3-seater, fitted with an attractive modern body, hood and side screens; fully road equipped; modified chassis in most excellent condition, finished in racing blue; an ideal sportsman's car which must be seen and tried to be fully appreciated; any trial. Price £355 or near reasonable offer. 'Phone, High Wycombe 29, for appointment to view.

ARMSTRONG Twelve chassis, 1929, £85. Running: Rudge "Ulster," 1932, requires overhaul, with many spares, £45. Sunbeam, i.f.s., £20. "K-Magnette" engine, cracked block; Riley Nine crank, rods and mains. Write for details, Sloan, Montgomery's Garage, Strachur.

SPARES.—Marchell blower, new, suitable 750-1,100-c.c., £15; 19 in. by 6.00 Talbot wheel and tyre, new, unused, £7; also 2 wheels, good condition, 15s. each; two 1¼-in. S.U.s, vertical flanges, almost new, £6 10s. pair; 34-in. Riley radiator block and shell, £3; Riley cylinder block, bores good, and rev.-drive, £5; two 26 Hill Riley S.U.s, £2 pair; two 1¼-in. semi, d.d. M.G. S.U.s, almost new, £7 10s. pair. Wanted—Riley spares and parts, racing spares particularly. Croysdill, 6, Beaumont Avenue, St. Albans, Herts. St. Albans 5356.

VINTAGE Vauxhall 1925 14-h.p., aluminium 2 seater body; enthusiast unable to complete; reconditioned engine, excellent condition. 57, High Street, Alcester, Warwickshire.

ONE set unused No. 46A Britool socket spanners, nearest £9. Various Lagonda "Rapier" engine spares. Box No. 162, MOTOR SPORT, 15, City Road, E.C.1.

"BROOKLANDS" Riley Nine, first registered 1928; fitted Mark IV wheels and brakes. A T.T. team car which has been driven by S. C. H. Davis. Not licensed since 1940. Recently resprayed and checked over. Good tyres. Price £375. Riley Nine "Lynx" tourer, 1933; 16,000 miles recorded, believed genuine; resprayed and in good condition; not licensed since 1942; price £350. Set of wings and running boards for "PA" M.G., good condition, £10. 1936 1½-litre Riley Spares, rear axle less brakes and one half-shaft, front hubs, two rear springs, one front spring. Various Riley Nine spares for sale and wanted. Send details of spares required or available. W. H. Faulkner, 40, Sandford Road, Birmingham, 13.

TWIN S.U. carburetters with manifolds and miscellaneous spares for "M"-type M.G.; also 2 new 400 by 18 tyres. Offers to Hobday, 16, Cantsfield, Ingol, Preston.

SPEED—1937: Jan., Feb., Mar., April, May, June; 1938: April, May. Offers or exchange for 1936-1939 issues. Box No. 163, MOTOR SPORT, 15, City Road, E.C.1.

ENGINE spares for 1932 "Magna," 1934 Morris "10/6" special, 1931 o.h.v. "Minor," 1931 and 1934 "Hornet," gearboxes for same; "J2" Beck mains, "Magna" cycle-type wings, Hartford, Luvax shockers, set Austin Seven wheels, c/w 19-in. tyres and tubes, dynamos, starters, speedos, coils, etc. F. Tolman, The Cottage, White Hart Street, Beaminster, Dorset.

FRAZER-NASH, 1933, T.T. Replica, £510 or exchange Aston-Martin short chassis or 3-litre Bentley and cash. Metcalf, 48, Seabank Road, Wallasey.

ONE pair light alloy rim R.W. wheels, 19-in., "2.9" Alfa cylinder block and sundry gears, etc.; also 18-in. bolt-on wire wheels, and various Ford V8 spares. K. Hutchison, Whitewaysend House, Farnham, Surrey.

O.M. 2-LITRE saloon, chassis complete, engine needs assembling, body rough. First £80. Rayfield, Mount Pleasant, Oulton, Yorks. 'Phone, Rothwell 2267.

FOR SALE—*continued*

1934 ALVIS 12-h.p. black saloon, £320 or near offer. Apply Lt.-Commander V. A. Hickson, H.M.S. *Ariel* (South), Warrington, Lancs.

BENTLEY 4½-litre, built and registered 1936, chassis No. RC 42, engine No. RC 491 E. Genuine mileage 43,000. Aluminium drophead coupé body by Salmons, colour metallic grey; Telecontrols, P.100 headlamps, spot-lamps, and many other extras; good tyres, 5.50 by 19-in. The whole car in almost new condition; photograph on request. Best offer over £1,450. G. C. Brearley, 37, High Street, Brighouse, Yorks. 'Phone, Brighouse 735, evenings.

RILEY 1½-litre open 4-seater, 1934; good engine with excellent performance; manual gearbox; clutch just relined; new hood. Any trial. £275. Davis, Mount Pleasant, Repton, near Derby. Repton 232.

ALVIS f.w.d. open 4-seater, Roots blower, sound engine, well shod; requires hood. £265. Billett, 3, Wellesley Gardens, Ilford.

SOUND secondhand Austin Seven spares, suitable "special" builders.—Front axle, complete with spring, 50s.; gearboxes, less levers, £1; rebored blocks, with sets new pistons, £7. Other spares, list on application, stock always changing. Also radiator and shell for Austin Ten 1934, Triumph Seven 1931. Wolseley "Hornet" 1931 engine and gearbox, suitable reconditioning only, £4. Enquiries invited; parts dispatched anywhere C.O.D., plus carriage cost. Write B. Gill, Hazlemere, Adisham, near Canterbury, Kent.

E.R. MOTORS LTD. offer a 3-litre Sunbeam "Speed Model" 4-seater, finished in black with red cycle-type wings. The specification includes twin overhead camshafts, twin Claudel Hobson carburetters, etc., and is absolutely original with the exception of the fuel feed system, which we have modified to incorporate twin S.U. electric pumps. This motor car is unique in that it has had only two private owners since new and has not been licensed since 1933. It has been fitted with a new hood, hood bag and full-length tonneau cover, has good tyres and the general condition is excellent. £350. Exchanges welcomed. Open on Sundays. E.R. Motors Ltd., 170a, Lincoln Road, Peterborough. Telephone 3526.

E.R. MOTORS LTD. offer a supercharged 33-h.p. Mercédes short chassis in excellent mechanical condition, at present fitted with truck body. Ideal for conversion. £115. Exchanges welcomed. Open on Sundays. E. R. Motors Ltd., 170a, Lincoln Road, Peterborough. Telephone 3526.

E.R. MOTORS LTD. offer a 1930 3-litre Lagonda sports 2/4-seater; special bodywork; five new wheels and four new 5.50 by 18 tyres. £350. Exchanges welcomed. Open on Sundays. E. R. Motors Ltd., 170a, Lincoln Road, Peterborough. Telephone 3526.

"16/80" A.C. crankshaft, con.-rods, pistons and liners, complete, good condition, £12. Front pair of "Hornet" cycle-type wings, £2. Two pairs of new big-ends for "Hornet," £1. 12-volt Bosch, 30s. Wanted, pair of 1⅛-in. S.U.s. D. Parker, 1a, Sangora Road, S.W.11. Battersea 7372.

TYRES for sale, new 525/21, pre-war (callers only). Burman's Removals, Railway Arches, Golding Street, Stepney, E.1.

1925 BAMFORD and Martin Aston-Martin tourer, taxed, insured, many spares, including gearbox, crankshaft, etc. £225. 54, Manor Drive, London, N.20. Enterprise 4181.

RILEY "Sprite," 1937, 2-seater. This car is in remarkably good condition, having recently been completely overhauled; engine sleeved, crank ground, new bearings; five good tyres. £750. Full *particulars from L. W. Millward, Claverham, near* Bristol.

ALVIS 11.9-h.p. open tourer, 1931, in Teddington area. Strong, sound engine and body. Dickey altered to roomy 4-seater. Ideal for touring. Price £235. Write, Box No. 164, MOTOR SPORT, 15, City Road, E.C.1.

TWO triple Hartfords, Lagonda aero-screen, 1937 Austin Seven, Hardy Spicer prop.-shaft. Edwards, 149, Coombe Lane, S.W.20.

1933 "16/80" Lagonda, modified Vanden Plas 4-seater; new hood and tonneau cover. Perfect condition. Preston Potts, Eastgate, Hornsea, Yorkshire. Hornsea 35.

BENTLEY supercharged 4½, V.D.P. 4-seater, in first-class condition throughout; P.100 lamps, good tyres, battery, hood and sidescreens; maintained by enthusiast regardless of cost, now forced to sell for domestic reasons. Photos and full particulars to genuine purchaser. Offers over £1,000 to Box No. 165, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

"SPEED TWENTY" Alvis—actual 1946 Cavalcade car and Olympia Show model of its year. Was pronounced by Alvis in 1946 as being finest car of its series in existence. Special design open 4-seater body by Vanden Plas. All latest modifications, including 1940 independent front suspension, cluster valve spring head, Servo brakes, twin spare wheels, Telecontrols all round, Lucas P.100s, twin pass-lights, twin horns, Philco wireless, fixed jacking. Automatic chassis lubrication. For condition of cellulose, chrome, etc., see Alvis's opinion stated above. Offers around £800. Cox, 53, Logan Road, Bishopston, Bristol, 7.

M.G. "18/80" Mk II, coachbuilt saloon, 1932, very good condition. Over £30 spent; very fast. First offer over £235 accepted. Box No. 166, MOTOR SPORT, 15, City Road, E.C.1.

1932 RILEY Nine, open 4-seater, black, nearest £200. Weatherhead, 55, Shrewsbury Road, Birkenhead.

ALVIS S/E, chassis No. 14435, being broken up. All spares available in good condition. Routledge, 7, Elmete Avenue, Scholes, Leeds.

ALVIS, 1928 f.w.d. 2-seater; engine just re-assembled after overhaul. All four independent springing assemblies completely reconditioned. Very smart body and upholstery as new. Six excellent tyres (two spare wheels). New battery and hood; colour, green. £315. Davison & Strachan, 43, West Street, Chipping Norton, Oxon. Tel. 218.

"J2" M.G., complete engine overhaul May, 1947. Several special features; excellent condition. Details on request. £315. Lindley, 49, Murray Road, Northwood. 'Phone 1120.

O.H.C. 6-CYL., 12-h.p. 2-seater sports Wolseley, very sound fast car, oil consumption nil; 4-speed gears, hydraulics, 12-volt electrics; adjustable radiator shutters. Owner must have saloon for business. Price £230 or nearest offer. Pitts, 7, Luxfield Road, Warminster, Wilts.

LAGONDA "Rapier" Ten, 1935, open 2-seater; engine sleeved last year, new radiator, battery, hood, etc. Appearance and performance good. Licensed December. Offers over £400. Scargill, Trinity Terrace, Derby. Tel. 3591.

M.G. "18/80" Mark I and II models, with saloon, tourer and speed model bodies. Several available, mainly reconditioned, with good tyres and batteries. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

USED parts for M.G.s, including crankshafts for N, L & P types, "J2" chassis frame, oil sumps for most models, "L" and "J" gearboxes, also new batteries, long pattern, suitable for F, J, L, P and PB 2-seaters. Runbaken oil coils, 6 and 12-v., and a few sets of pistons. Front hub bearings, etc. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

RILEY Nine "Kestrel" saloon, excellent throughout. Offers, Dean, 9, Sundial Avenue, South Norwood Hill, S.E.25. Liv. 2440.

SET of four wings for Frazer-Nash—rears, T.T. Replica; fronts, swept. H. A. Motors, Clarence Crescent Mews, Windsor, Berks.

FORD V8, L.M.B. front axle, chassis frame, rear axle and torque tube, suitable for a trials car. Box No. 167, MOTOR SPORT, 15, City Road, E.C.1.

UNUSED retreads.—Four 500 by 20, £5 each; one 5.50 by 20, £5 10s.; one 4.50 by 17, £4 15s.; unused rubber Goodyear, 4.50 by 17, with tube, £6; Vauxhall 16-in. wire wheel, £1; silencer box, £1; reconditioned 12-v. dynamo, £4 15s.; Ford 5-pin wire wheel, £2 10s.; Armstrong-Siddeley oval *chrome radiator cap and Sphinx mascot*, £2 10s. 598a, Kingston Road, Raynes Park, S.W.20. Liberty 2959.

EX-C. A. N. MAY "N"-type "Magnette," registered 4.12.35. I would like £425 for this car, but if necessary I shall accept the nearest offer without reserve as I must sell. E. Eastwood, 4, Lawrence Road, Marsh, Huddersfield. Tel. 4496.

AUTOCARS, *Motors* and MOTOR SPORTS for sale; s.a.e. for list, E. Runtle, 4, Burrows Road, Earls Colne, Colchester, Essex.

UNIQUE sports car, 1944 Humber "Super Snipe" 27-h.p. car, chassis modified and fitted aluminium sports 2-seater body by Richard Mead, Knowle; terrific performance, 100 m.p.h.; total mileage 6,000. Price £700 or near offer. May be seen and tried at Maypole Garage, Alcester Road, Kings Heath, Birmingham.

PAIR 12-v. Bosch horns, gunmetal finish; in first-class electrical condition, £5. Dunham, 92, Rossiter Road, S.W.12.

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FOR SALE—*continued*

ALFA-ROMEO 14-h.p. coupé, chassis, engine, body, tyres, very good; cheap. Also unused 4.50 by 21 Dunlop tyre. Box No. 168, MOTOR SPORT, 15, City Road, E.C.1.

VINTAGE Sunbeam, 24-h.p. 1927 tourer, completely overhauled and unused since; radiator fitted super cooling element by Sercks, gearbox completely overhauled at cost of £25; decarbonised, new valve springs, new clutch springs and thrust race; new half-shafts specially made; all brake drums skimmed and brakes relined. Splendid all-weather equipment. Complete with almost every conceivable spare including spare crown wheel, pinion, half-shafts, gearbox, springs, dynamo, water pump, etc. Five excellent tyres, 21 by 6.00. Good value at £300. Box No. 169, MOTOR SPORT, 15, City Road, E.C.1.

2-LITRE Singer sports saloon, 1933, fine performance, excellent condition; spare set pistons, gaskets, etc. Tyres good; taxed to September. £180. 428, High Road, Leyton, E.10.

RILEY Nine 1931-32 spares available in Worcs. Also 1935 "Special Series" crank and rods and 1933 "12-6" gearbox. For details write Bradshaw, 42, Loughborough Road, S.W.9.

"BROOKLANDS" Riley, very good condition, with spare 9 : 1 compression head. Carefully laid up since 1938; just reconditioned by expert. Best offer over £250. Langfield, Dower House, Henbury, Bristol.

1931 "12/60" Alvis beetle-back 2-seater; chassis and bodywork exceptionally good; hood almost new; £295. Valve rockers for "12/60" Alvis, £8. Hodgson, 4, George Fifth Avenue, Worthing, Sussex.

AUSTIN Seven, 1929, coil ignition, fabric body, rough; running order; £55. Two sets 2-litre Lagonda pistons, std., 7.5 compression, new supercharger, vane type, suit Austin Seven, etc., £8. Brand new "Berk" Roots type, suitable 2-litre, offer over £20. Ford Ten carb., new, £2. Castleman, 53, Brighton Road, Surbiton. Elmbridge 5638.

VINTAGE Car Owners! Camberley Car Services, Portmouth Road, Camberley offer the following: Magnetos, Watford type, 10 ME06, 1 EW6, 1 FE6, £5 each; B.T.H. type, 1 CE8-DR2, 1 CE6-DR2, Simms 2 SR6L, £6 each. 12 A.T. 80-m.p.h. speedos, £2 each; 10 Nivex petrol gauges, 30s. each. Second-hand tyres: 6 Dunlop 600 by 20 mm., £3 each; tubes 15s. each, one 525 by 21 mm., 30s., tube 10s, 5 550 by 17 mm., £3 each, 2 tubes 10s. each, two 550 by 16 mm., £2 each, 1 450 by 17 mm., £2, 3 710 by 90 mm., 35s. each, 2 810 by 90 mm., poor, 15s. each. We have purchased the entire stock of vintage Lanchester and Daimler spare parts from the Daimler Company, Coventry.

AUSTIN trials car, engine rebored, new mains, big ends, etc. Ulster exhaust manifold, Ford carburetter, 1937 head, 1937 4-speed gearbox, new tyres, 4.00 by 18 in. front, 4.75 by 17 in. rear, aluminium 2-seater body. Whole car built 1947, needs odd details to complete, £120. Also Austin Seven Alta head, £5. Ford Eight inlet-exhaust manifold, £1. 28, Brampton Road, Bexley Heath, Kent.

1934 12-h.p. Wolseley Hornet Special series twin carb Tickford d.h. coupe. All new tyres, crankshaft just reground, rebored, hydraulic brakes. Body excellent, £320. Nearest offer. Blackadder, Cobbins, Blackheath, Guildford, Surrey.

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FOR SALE—*continued*

RILEY NINE F. & R. axles, not k.o. Short wheel base chassis. Gearboxes most types. Special series engine with big crank, two carb. manifold, one reconditioned. Squat racing type rad., axle shafts, wheels, steering columns, cyl. heads. A. & D. Nicholls, Engineers, 15, Grange Road, London, W.4.

FOR SALE—*continued*

1930 Lanchester 30-h.p. 8-cylinder Sedanca de Ville. Windovers Motor Show Car. Took part in all the Motor Jubilee Cavalcades last year. In show-room condition throughout, £550. All spares available. 1910 Royal Enfield twin motor-cycle, belt drive, new tyres, running order, £30. Hutton-Stott, c/o Camberley Car Services, Portsmouth Road, Camberley.

1926 s.v. Bamford & Martin Aston. This car has done 3,000 miles since it was completely rebuilt by a famous Northern firm of enthusiasts, whose results entirely justify the £300 which the whole job cost. Certainly one of the finest vintage motors, and faster than most. Domestic tribulations compel sale. Offers around £325 invited. Box. No. 170, MOTOR SPORT, 15, City Road, E.C.1.

M.G. 1934 Magna "L" type Smart coupé, sunshine roof. Very fast, engine rebuilt, five new tyres, battery, ex-service student, £295. Swift, Ferrers Avenue, West Drayton, Middlesex.

OWNER wishing to dispose of his stable offers: Supercharged 1,750-c.c. Zagato Alfa Romeo with original body and upholstery in green, new tyres and many modifications. This car is genuine in every respect and open to any trial by appointment, £1,050. S.S. Jaguar 2½-litre tourer, in perfect order and spotless red with silver wheels, tyres new and the whole chassis recently overhauled, £550. Also 1½-litre supercharged Alvis 1934, in Lea Francis T.T. chassis with type 110 E.N.V. box and back axle; the car is running but needs finishing off, owner not having time, and will make a very potent sprint car, many spares and 3 new tyres also road equipment, £260. Any of these cars may be inspected by appointment in writing. Box 171, MOTOR SPORT, 15, City Road, E.C.1.

O.M. 12-h.p. 2-seater, £160. Ballot 2-lts. saloon £165. Morris Cowley 2-seater, £85, Riley Nine, complete less body, £80. O.M. 2-litre cylinder head with hemispherical combustion chambers, gear box top with lever, valves and tappets. Stromberg, Solex and Zenith carburetters. Bosch and Lucas horns, instruments, rev. counters, speedos, headlamps, etc., all at reasonable prices. S.A.E. please, H.A. Motors, Clarence Crescent Mews, Windsor, Berks.

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INADEQUATE garage space necessitates offering rebuilt 6th series Lambda for exchange for open 4-seater of lesser dimension. Full details given to potential swoppers. 11, Avonwick Rd., Hounslow, Middlesex.

3-LITRE Bentley spares.—"A" type gearbox; 2 half shafts; large type sump, complete with oil pump; bottom bevel box with cross shaft; rear brake shoes; exhaust manifold; steering column; reconditioned dynamo; valve springs and cotters; 2 new S.U. petrol pumps; flywheel with first-class starter rings; 2 outboard starter motor brackets; 1 clutch spring and spliced hub; one 600 by 20 mm. Dunlop cover and tube; one 525 by 21 mm. cover; 1 Biflex headlamp; a few valves; 1 rear brake drum; 1 6½-litre radiator; 4 oversize 4½-litre pistons; 5 conrods; also 3-litre handbook. Wanted—a rowing dinghy and outboard motor. 39, The Mewlands, Wallington Surrey. 'Phone: WAL 7114.

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75 m.p.h., and with same carburetter setting - 37 m.p.g.

0-50 m.p.h. - - - 11.3 secs.

Standing Start, ¼-mile - 21.8 secs.

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£595 Sunbeam "Speed 21" Streamline Saloon.
£325 Alvis "12/60" "beetle-back" 2-str.
£295 Riley Nine 1935 "Monaco" Saloon.
£290 Alvis "12/60" Sports 4-str.; taxed.
£275 Alvis "12/50" 2-str., and dickey.
£250 "30/98" Vauxhall 1928 "Velox"; needs some work but very sound.
£245 Alvis "Silver Eagle" Sports 4-str.
£185 Talbot "14/45" 4-str.; excellent.
£135 Rally "Staggered" Super Sports 2-str.
£120 Austin Seven Sports 2-str.; taxed year.

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1931 Riley Nine "Monaco" coupe, for breaking up after accident, into spares. Aluminium body, engine sound, back axle sound. What offers. Syms, 9, St. Marks Place, Alverstoke, Hants.

VINTAGE enthusiast regretfully offers 2 s.v. Bamford Aston Martins, engine Nos. 1923 and 1933, both recently rebuilt and in first-class condition, taxed, engines resleeved, new bearings throughout where necessary, electrics overhauled, 4 new tyres on one, 2 new on other, batteries new, hoods sound, cycle type wings, all receipts shown and particulars from Kelly, 8, Yealm Road, Newton-Ferrers, Plymouth.

ENGINES.—1930 Riley Nine, £8 10s.; Salmson, about 1928, with carb., £5; Minx 1935, reconditioned, £30; Austin Seven 1934, reconditioned, £27; 1½-h.p. gas engine, £6. A. &. D. Nicholls, Engineers, 15, Grange Road, London, W.4.

SERIES II Morris, forward control, 10-cwt. van, good condition, resprayed. Offers to A. & D. Nicholls, Engineers, 15, Grange Road, London, W.4.

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BENTLEY "Red Label" chassis, No. 1239. P.W. open 4-seater four door. Tel.: Knowle 2594, Warwickshire.

MORRIS Six "Cunard Special" 1935, recently fitted new engine, hood, tonneau cover, etc. and tuned by Competition Cars Ltd., bodywork resprayed and performance really excellent. Offers near £350 to Cooper, 3, Court Parade, East Lane, North Wembley. 'Phone: Arnold 3365.

£110 OR offer. 1930 Alvis "Silver Eagle" 3-carburetter sports saloon, sound throughout, and in daily use, but requires rebore and several minor repairs, 3 good tyres, potentially a first-class car, although meantime a little weary. Dr. Hendry, 63, Portlethen, nr. Aberdeen. 'Phone Portlethen 203, evenings.

1929 f.w.d. Alvis, supercharged "I.C.E." engine, perfect condition. New tyres. £400. Write Harley, "Throws," Little Dunmow, nr. Chelmsford, Essex. Tel. Stebbing 225.

BENTLEY 4½-litre 2-seater sports, with large dicky. Completely reconditioned in 1944, including rewiring, modern switches and lighting, rechromed, new radiator, new hood, repainted, etc. First registered in 1928; rebuilt by Bentleys in 1931; log book signed. This car is outstanding and has very many years of life in front of it. Offers. Apply Exell, 320, Millhouses Lane, Sheffield, 11. Telephone, Sheffield 70015.

1936/7 MODEL Riley Nine "Merlin"; 1 preselector gearbox; 1 rear axle complete less wheels; 1 radiator. Mileage only 6,000. J. Foster & Co., Ltd., North Cave, E. Yorks.

DELAGE "D.M.S.," 21-h.p., first reg. 3.7.35, *sedanca de-ville*. Suitable for conversion to sports or trials car. In running order, taxed quarter. The car is partly rubbed down and needs some attention. Mr. D. Brett, 296, High Road, London, N.2. Can be seen at Keith Cars, 114a, Station Road, Southgate, N.11, who are authorised to sell. Price £135.

WANTED

VINTAGE Bentley wanted, reliable, reasonable. F. W. Roach, 14, Swinburne Road, Darlington, Co. Durham.

BENTLEY 4½-litre saloon, late model with plate clutch; condition immaterial but must be sound structurally. Downton Engineering Works Ltd., Downton, near Salisbury, Wilts. Phone Downton 51.

"12/40" LEA-FRANCIS, 1928 onwards, chassis complete, condition of engine and coachwork quite immaterial. Dove, 40, Courtfield Gardens, London, W.5.

"ULSTER" Austin. Body condition immaterial as long as mechanically sound and ready for road. Offers, Box No. 139, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "MAGNA"—required, gearbox cover with remote control. Akers, Elmwood, Hampton-in-Arden.

JEEP instruction book. Enthusiast would be very grateful for loan or sale. Manning, 20, Speer Road, Thames Ditton.

21-IN. by 500 - 525 - 500 sound covers and/or five 18-in. k.o. wheels for 1933 3-litre Lagonda "Selector Special." Also handbook and/or road test report for above model. Thorp, 58, Grosvenor Crescent, Stoneygate, Leicester.

CHROMIUM radiator stoneguard for 1936 "15" Riley "Kestrel." Edge's "My Motoring Reminiscences"; Bradley's "Wheels Take Wings." L. F. Eggerton, 18, Landscape View, Saffron Walden, Essex.

FRONT and rear wings and running boards for 1931 Mark IV Riley; tuning information also gratefully received. Box No. 140, MOTOR SPORT, 15, City Road, E.C.1.

WANTED, front axle with brakes for 20-h.p. Rolls-Royce. Chaundy, "Brookland," Milton, near Banbury, Oxon.

FRAZER-NASH spares, engines, chassis, or bodies. "Sunnydale," Victoria Road, Sutton Coldfield. Sut 2527.

WANTED—*continued*

S.U. CARBURETTERS, 1¾-in. bore and over, for supercharger installations. One 2-in. bore wanted particularly. Also back numbers of MOTOR SPORT up to 1946. J. E. Shaw & Sons (Motors), Ltd., Torrisholme, Morecambe, Lancs.

WANTED, hood, sidescreens, suitable for Singer Nine, "Le Mans." F. W. Cundell, 25, York Road, Aldershot, Hants.

ALVIS spares, "12/60" and "Silver Eagle." Year, condition and price. Cowan, 71, Great George Street, Glasgow, W.2.

ALVIS, Riley or similar will end enthusiast's 2½-year search. Just over £100 available. Loving care and skilled maintenance will continue on "our" car if you sell. Box No. 141, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA 2-litre low chassis, or Lancia "Lambda," wanted. Anything interesting considered. Photo if possible, particulars and price, please. Also old sports Austin for girl. P. Weaver, Dalby Road, Melton Mowbray. Tel. 431.

FOUR tyres, beaded edge, 715 by 115 or 720 by 120 or 730 by 130 or 740 by 140. K. J. Holden, 33, Hill Crest Gardens, Esher, Surrey.

ENTHUSIAST urgently requires open sports car, preferably but not necessarily vintage. Approximately £275 available, but less expensive model considered. Fiat 500 chassis complete with wheels also required. BM/ERMO, London, W.C.1.

BODY required for 1931 2-door Morris Minor saloon or sports. Offers to Holland, 10, Raphael Avenue, Tilbury, Essex.

MOTHER with two "car-cracked" sons desires "runable" car or one that can be made to run. Not "something for nothing," but cash limited. Box No. 142, MOTOR SPORT, 15, City Road, E.C.1.

3-LITRE Bentley, any year after 1928 (open tourer). Williams, 28, Bramhall Lane, Stockport.

1931-36 Alvis, Lagonda, Aston or similar, preferably open 4-seater. Williams, "Crae," Royleen Drive, Frodsham, Cheshire.

WANTED, for 2-litre M.G. (1937), off-side rear brake cable, camshaft sprocket, crankshaft sprocket, timing chain, front silencer, set exhaust manifold gaskets. Box No. 143, MOTOR SPORT, 15, City Road, E.C.1.

FRONT seat, bench or bucket type, 3 ft. 0 in. wide at top, any condition; 20-in. wheel with 62-mm. hub. 8, Aldersmead Road, Beckenham, Kent. Sydenham 5084.

WILL exchange two pre-war competition tyres, size 5.5-17 Dunlop Sports, for two tyres in equally good condition, same size but ordinary road tread. Cash adjustment according to condition. Box No. 144, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "18/80" Mark II 4-speed gearboxes with remote controls, and clutch housings; also M.G. "18/80" Mark III engine, any "18/80" parts or complete cars. Imperial Motors, 103, Whiteladies Road, Bristol, 8.

WANTED, "Ulster" or sports Austin. Oakhurst, Northgate, Northwood, Middlesex.

ENTHUSIAST requires Singer "Le Mans" 9-h.p. rear axle complete, good condition. Interested in any spares for 9-h.p. Singer. Box No. 146, MOTOR SPORT, 15, City Road, E.C.1.

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AUSTIN Seven 1931-33 crown bevel, 5.2 or 5.6 ratio; two "Ruby" wheels, one 1937-type front axle complete, or swivel axle, drum back plates, shoes only, Girling. Edwards, 149, Coombe Lane, S.W.20.

WANTED, trials special, preferably Ford engine in Austin long chassis; can be less body but otherwise complete; other specials considered. Box No. 145, MOTOR SPORT, 15, City Road, E.C.1.

WANTED—£150 offered for good Austin "Ulster," "Nippy" or "Speedy." E. C. Cosh, 27, Beach Road, Littlehampton, Sussex.

CLEAN copies MOTOR SPORT Jan.-June, 1947. Smith, Prescot's, Eton, Windsor.

COPIES of MOTOR SPORT wanted—1935: Feb., July, Aug., Oct., Dec.; 1936: April; 1937: Mar.; 1943: Nov. Also good tyres, 600 by 21. Longbottom, 36, Bar Street, Scarborough.

ONE set of hub caps, knock-on type, suitable for F, J, L or P-type M.G.; also new pistons for "18/80" M.G. "S." Any axle parts in good condition for J, P or N-type. Imperial Motors, 103, Whiteladies Road, Bristol, 8.



WANTED—*continued*

OCTOBER, 1932, or later, Austin Seven chassis with axles, springs, steering and braking. Brigg, 9, Fir Tree Walk, Enfield, Middlesex. Enfield 2493.

WANTED, 1931 Riley Nine crown wheels and pinion; 1929 ditto available and several other items. King, 50, St. Andrew's Road, Southsea.

SPEEDOMETER drive for 1933 T.T. Rep. Frazer-Nash; also engine and transmission spares. Box No. 147, MOTOR SPORT, 15, City Road, E.C.1.

BODY, open two-seater, to suit "Grand Prix" Salmson chassis, 8 ft. 6 in. w/b, 44-in. track at rear, 48-in. track at front. 3, Bradmore Way, Coulsdon, Surrey. Downland 4133.

"12/50" Alvis manual, set of five wire wheels, bolt-on preferred, 20-in.; also pair rear wings, 1930 approx. Grateful for information of above. Payne, 19, Malvern Close, Worthing. Worthing 3468.

PROP.-SHAFT for "Grand Sport" Amilcar, 26 by 3 or equivalent beaded-edge tyres. 48, Gerard Road, Barnes, S.W.13. RIV 1853.

TYRES, 4.75 by 18, new or used, urgently required, good condition essential. Box No. 148, MOTOR SPORT, 15, City Road, E.C.1.

VACUUM gauge, three 16-in. wheels for "T" M.G., aero-screen, two 10-in. dia. fluted Bosch lamp glasses. Patrick, 30, Haywards Avenue, Radipole, Weymouth.

WANTED—Body for Austin Seven; "Arrow" occasional four, or what have you? 75, Roundwood Way, Banstead, Surrey.

GOOD prices paid for quality sports cars with frost-fractured cylinder blocks and heads. Box No. 99, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS CARS. T. & T. interested in purchase of good sports cars. Thomson & Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey.

SPORTS car urgently wanted, condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

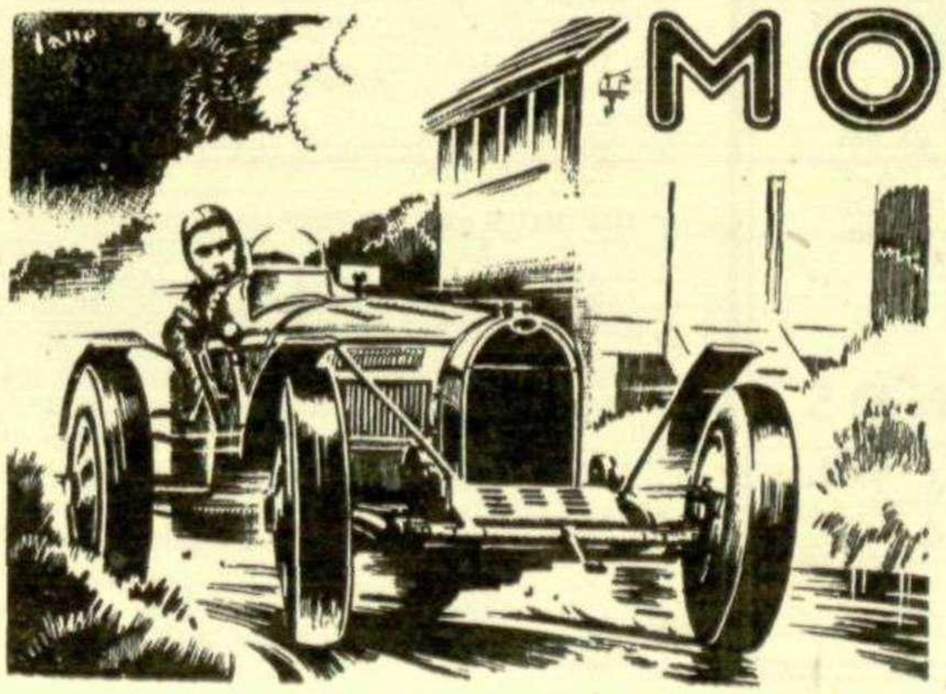
ALVIS "12/50" saloon or tourer, any condition considered. Full particulars to Lt. (E.) M. M. Courtney, R.N., Bay View, Bandsea, Lancs.

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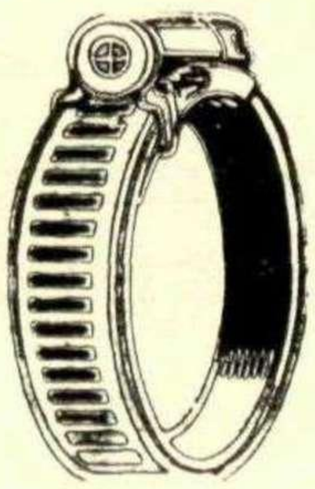
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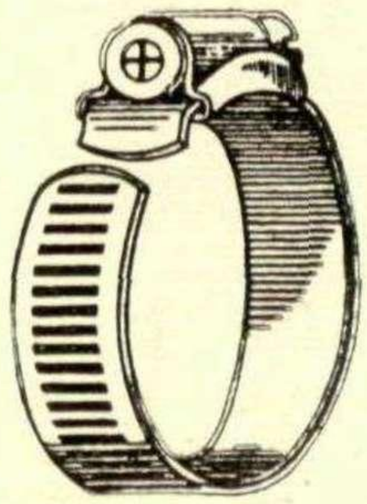
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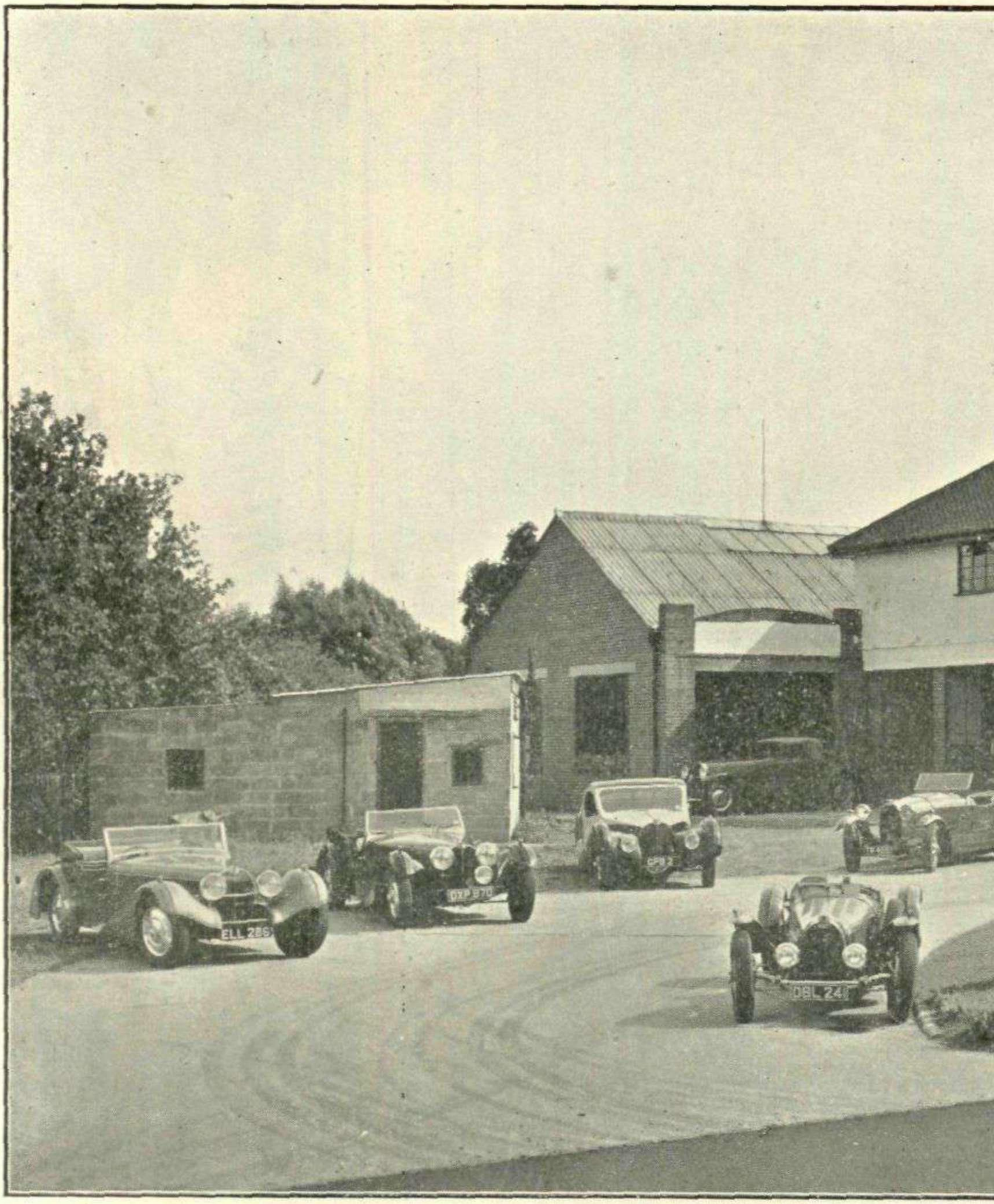
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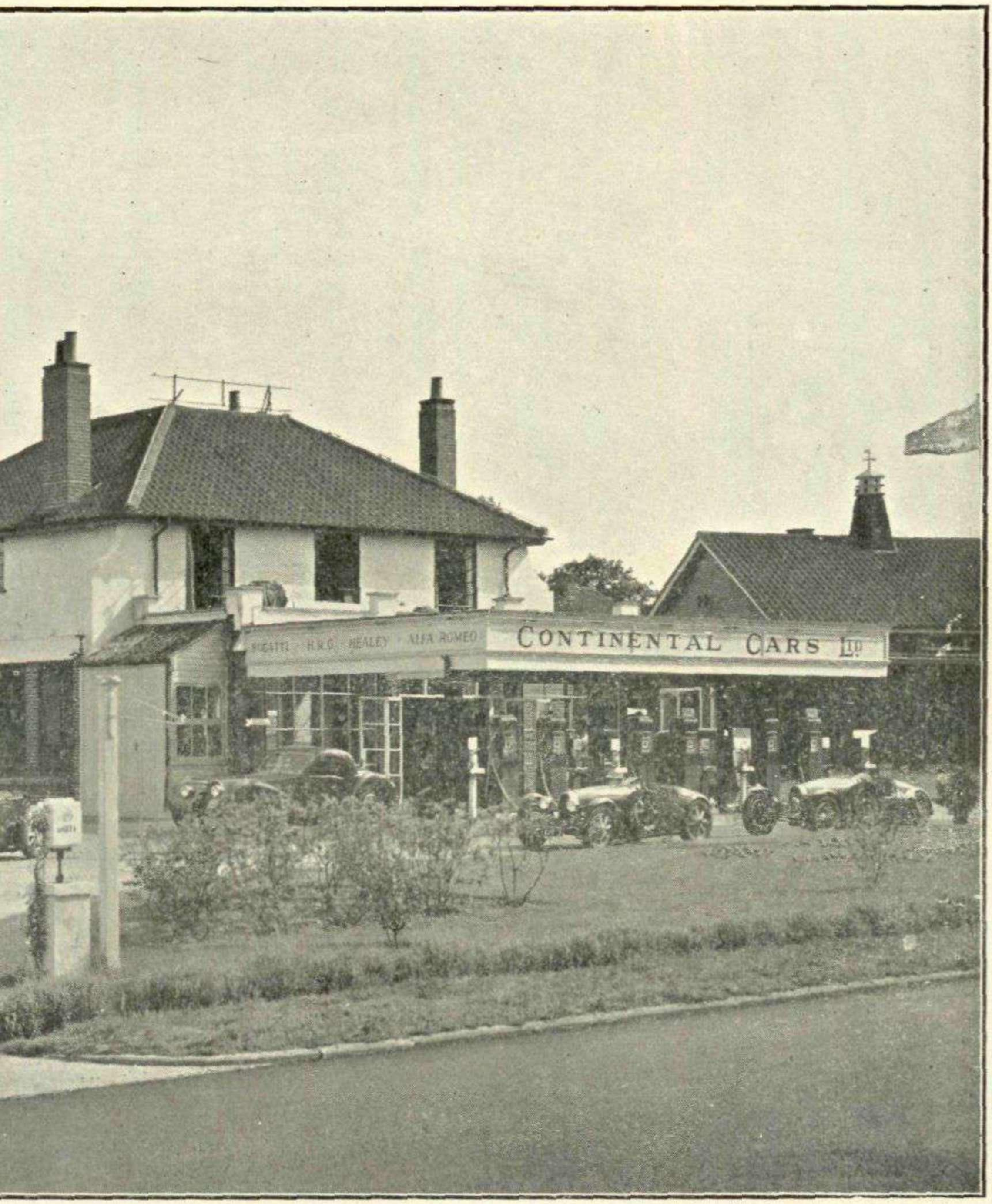
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